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No. 20,371 號一十七百三零萬二第 日九廿月八年亥癸 HONGKONG, TUESDAY, OCTOBER 9TH, 1923. 第二第 號九月十年二十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS

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BRITISH
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PEAK TRAMWAYS CO. LIMITED.

TIME TABLE:

WEEK DAYS.

7.00 a.m.	7.10 a.m.	every 15 minutes	Stop
7.30 "	7.40 "	"	"
8.00 "	8.10 "	"	"
8.30 "	8.40 "	"	"
8.54 "	9.04 "	"	"
9.04 "	9.14 "	"	"
9.11 "	9.21 "	"	"
9.29 "	9.39 "	"	"
9.39 a.m.	10.00 a.m.	every 10 minutes	Stop
11.30 "	12.00 p.m.	"	"
12.40 "	1.10 "	"	"
13.47 "	14.17 "	"	"
14.57 "	15.27 "	"	"
1.04 "	1.34 "	"	"
1.13 "	1.43 "	"	"
1.50 "	2.20 "	"	"
1.30 p.m.	4.00 "	every 10 minutes	Stop
4.00 "	4.30 "	"	"
4.50 "	5.20 "	"	"
6.40 "	6.50 "	"	"
6.57 "	7.07 "	"	"
7.04 "	7.14 "	"	"
7.13 "	7.23 "	"	"
7.30 "	7.40 "	"	"
7.37 "	7.47 "	"	"
7.54 "	8.04 "	"	"
8.03 "	8.13 "	"	"
8.10 "	8.20 "	"	"

SUNDAYS.

7.00 a.m.	7.10 a.m.	every 15 minutes	Stop
7.30 "	7.40 "	"	"
8.30 "	8.40 "	"	"
1.15 "	1.20 noon	"	"
12.00 noon	1.00 p.m.	"	"
2.30 p.m.	2.40 "	"	"
4.30 "	4.40 "	"	"
6.30 "	6.40 "	"	"
6.40 "	6.50 "	"	"
6.57 "	7.07 "	"	"
7.04 "	7.14 "	"	"
7.13 "	7.23 "	"	"
7.30 "	7.40 "	"	"
7.37 "	7.47 "	"	"
7.54 "	8.04 "	"	"
8.03 "	8.13 "	"	"
8.10 "	8.20 "	"	"

Extra Car-12 midnight.

NIGHT CARS—WEEKDAYS AND SUNDAYS
8.00 p.m., 8.00 p.m., 8.20 p.m.,
8.30 p.m. to 1.00 p.m. every 15 minutes (Stop)
1.15 " 11.45 " 10 " (Stop)

SPECIAL CARS

By ARRANGEMENT AT THE COMPANY'S OFFICE,
ALEXANDRA BUILDING,
Hongkong, 1st June, 1923.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	6.41	7.10	7.35	8.15	10.25	12.00	1.18	2.52	4.34	5.27
Yau-mat	6.51	7.18	7.43	8.23	10.33	12.08	1.27	3.01	4.43	5.37
Shatin	7.03	7.30	7.55	8.35	10.45	12.10	1.30	3.13	4.55	5.50
Tai-po	7.17	7.44	8.09	8.49	10.59	12.24	1.43	3.26	5.08	6.03
Tai-po Market	7.22	7.49	8.14	8.54	11.04	12.29	1.48	3.31	5.13	6.08
Fanling	7.33	8.00	8.25	9.05	11.15	12.40	2.00	3.43	5.25	6.20
Sheung Shui	7.38	8.05	8.30	9.10	11.20	12.45	2.05	3.48	5.30	6.25
Shum Chun	7.44	8.11	8.36	9.16	11.26	12.51	2.11	3.54	5.36	6.31
Shek Lung	7.49	8.16	8.41	9.21	11.31	12.56	2.16	3.59	5.41	6.36
Canton	7.54	8.21	8.46	9.26	11.36	13.01	2.21	4.04	5.46	6.41

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Canton	7.54	8.21	8.46	9.26	11.36	13.01	2.21	4.04	5.46	6.41
Shek Lung	7.49	8.16	8.41	9.21	11.31	12.56	2.16	3.59	5.41	6.36
Shum Chun	7.44	8.11	8.36	9.16	11.26	12.51	2.11	3.54	5.36	6.31
Sheung Shui	7.38	8.05	8.30	9.10	11.20	12.45	2.05	3.48	5.30	6.25
Fanling	7.33	8.00	8.25	9.05	11.15	12.40	2.00	3.43	5.25	6.20
Tai-po Market	7.22	7.49	8.14	8.54	11.04	12.29	1.48	3.31	5.13	6.08
Tai-po	7.17	7.44	8.09	8.49	10.59	12.24	1.43	3.26	5.08	6.03
Shatin	7.03	7.30	7.55	8.35	10.45	12.10	1.30	3.13	4.55	5.50
Yau-mat	6.51	7.18	7.43	8.23	10.33	12.08	1.27	3.01	4.43	5.37
Kowloon	6.41	7.10	7.35	8.15	10.25	12.00	1.18	2.52	4.34	5.27

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling	7.45	11.30	2.20	6.20	Shatankok	6.30	10.15	1.05	5.05
Shatankok	8.40	12.25	3.15	7.15	Fanling	7.25	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, Kowloon, or from Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

ROBERT BAKER, Manager.

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A DINNER DANSANT

will be held each
WEDNESDAY and SATURDAY.

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An Orchestra will be in attendance during Tiffin and Tea.

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At the Repulse Bay Hotel (Telephone C. 807).

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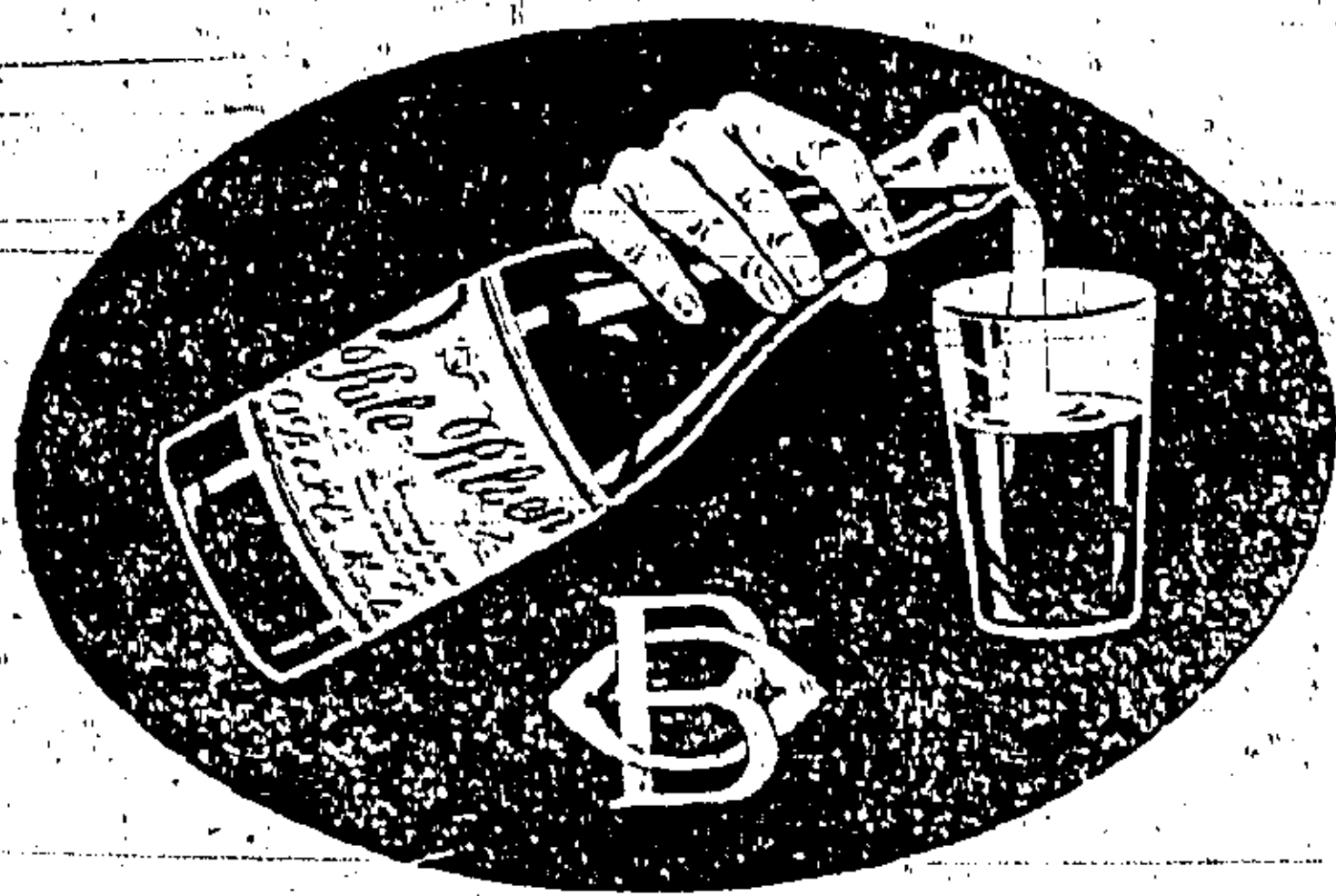
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AND THE BEST YOU'VE HEARD FOR
A LONG TIME.

We have Just Received

A Shipment of

CANADIAN FISH,

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RED SPRING SALMON.

CHICKEN HALIBUT.

SILVERSIDE SALMON.

Order Early and Insure a Real Treat.

Cooler Weather

Insect pests make their way indoors.
Windows and doors are often closed,
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Obtainable Everywhere.

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the Tests being made by the

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May be heard in your own home, but be
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Our British made Sets to comply with any
future Rules and Regulations in respect of
Receiving Sets in Hongkong.

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When the Doctor prescribes he
expects the Druggist to fill the
prescription with Pure Drugs. The
quality of our Drugs, Medicines
and Toilet Goods is not surpassed.
Have the Doctor's Prescription
filled here and the result will be
satisfactory.

THE PHARMACY,

The Red Building (opposite Ice House St)

OUR LONDON LETTER.

SEASON TICKET HOLDERS IN
ENGLAND UP IN ARMS.

PRINCE OF WALES TAKES A REAL
HOLIDAY

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 6th.

JAPANESE LOSSES.

It will take some little time before it
can be said with any approach to
accuracy what the results of the
catastrophe will be here and
elsewhere. The direct losses relate to
trade transactions which are apparent
imports and exports but who shall
measure the indirect consequences of the
loss of wealth in a physical sense which
Japan has sustained, and its reactions in
all parts of the world.

So far as can be ascertained at present,
the insurances policies of English houses,
which do not cover fire and damage
following upon earthquake, exclude the
prospect of big payments on the part of
Lloyd's and other offices. The principle
of damage by fire as a consequence of
earthquake is not covered by fire insur-
ance as established in the Law Courts
in actions that were brought after the
earthquake in Jamaica. It is believed,
therefore, that English insurance offices
will only have to meet moderate claims,
though there may be individual cases
providing exceptions to the rule.

As regards the disturbance to trade,
what has happened will not be such a
serious blow, so far as this country is
concerned, as many people without a
knowledge of trade questions seem to
think. The direct trade is surprisingly
small. For the year ending June 30th
last British import and export trade with
Japan amounted in the aggregate only to
£20,000,000, or rather less than 1 per
cent. of our total external trade. The
value represented in the figures I
have given relates principally to
engineering goods and iron and steel,
which we exported, while Japan sent us,
chiefly, raw and manufactured silk and
woollen goods. The effects of the earth-
quake will not be so serious on British
trade as might be supposed at first sight,
and, of course, there is the point that
British industries may benefit by orders
to re-establish Japan's ruined areas.

MR. H. G. WELLS.

I hear that Mr. H. G. Wells, the dis-
tinguished writer, who had made plans for
a tour in the Far East this Autumn or
Winter, and would have visited Hongkong
and Shanghai among other places, is now
doubtful whether he will be able to go.
He has important commitments with
regard to work for American papers that
make it difficult for him to get away
for the time that such a journey involves.

The Prince of Wales, who is leaving
this week for a six weeks' stay on his
ranch in Canada, will be known as "Lord
Rentfrew" while he is taking this well-
earned holiday. He has let it be known
that in his travels he wants to have the
pleasure of being able to go about like
any other mortal man without fuss or
ceremony, and with as little notice of
his presence on land or sea as possible.
No doubt it is this that, to one in his
position, makes the Canadian visit a
real holiday. On board ship he will mix
with the other passengers; there are no
special arrangements for him. The ranch
is a small house, simply furnished, with
no electric light or urban amenities.

SIR ALFRED ROBBINS.

A familiar figure will be missed from
Fleet Street when Sir Alfred Robbins
retires from the position of London
Correspondent of *The Birmingham Post*.
The name of Robbins has been connected
with journalism for many years. Sir
Alfred's brother, Sir Edmund Robbins, was
manager of the Press Association for
nearly forty years until he retired in
1917, and a son of the former is News
Editor of *The Times*. It is one of the
numerous instances in which a bent for
newspaper work seems to run in certain
families.

Sir Alfred Robbins, who has repre-
sented the *Birmingham Post* in London
since 1898, "made good" as the Ameri-
cans say, when the Star of Mr. Joseph
Chamberlain was in the ascendant in the
House of Commons. Sir Alfred hitched
his wagon to the Star, and he never had
cause to regret it. He always had trust-
worthy information in advance of other
newspapers. Consequently the London
Letter of *The Post* attained a great re-
putation, and the writer (he was Knighted
in 1917) was able to make friends
with new men as they came into politics.

TROUBLES IN FLEET STREET.

Other changes have occurred, or are
contemplated, in "the Street of Adven-
ture" or Misadventure, as the cynical
Fleet Streeters of the older school
prefer to call it. Several resignations of
important posts have taken place on the
Daily Mail as a result, it is said, of cuts
in salaries. There has been recently a
reduction of staff on the *Daily Express*,
involving about a dozen workers on the
literary side of the paper; and this week
the whole of the staff on the *Daily Herald*
have received notice.

The news about the *Daily Herald* is not
surprising, as the paper is in the midst
of another financial crisis. A sub-com-
mittee of the general council of the
Trade Union Congress and the National
Executive of the Labour party have re-
commended that publication should be
discontinued after Sept. 30th. The *Daily
Herald* is like an Old Man of the Sea on
the back of the Trade Unions. During the
year ending July 31st last, £78,000 was
subscribed from the central funds to keep
the paper going, but even that levy was
not enough.

THE OFFICIAL ORGAN.

Last Autumn the paper was taken over
officially by the Labour movement, the
price was reduced to a penny, and Mr.
Hamilton Fyfe was appointed editor.
The circulation was soon doubled, but

this was insufficient to ensure financial
stability. The trouble is, of course, that
advertisers will have nothing to do with
the *Daily Herald*, which is only natural.
You cannot expect Capital to spend
money on advertisements on one paper
while on another page the Editor ful-
minates against the private ownership of
property, and preaches Communism. No
same man would pay for annihilation to
be used for his own destruction.

The *Daily Herald* has, however, so often
been given only a month or two to live
that the present trouble may not prove
fatal. The danger to Labour of having
its daily paper of its own may force the
leaders once again to devise special
measures to provide the heavy subsidy
which is required.

ALL SEASONS, PLEASE.

The list now being prepared for a
dang-dang encounter between season-ticket
holders and the railway companies. Un-
der the legislation which resulted in the
amalgamation of the railways into four
big groups, charges for goods and passen-
gers were placed on a new footing. Goods
were to be reclassified. Season-ticket
rates were to be revised on a standard
mileage basis, and now on the issue of the
proposed revised rates it is found that in
a vast number of cases there will be sub-
stantial increases.

When it is recalled that in past years
the companies encouraged people to move
out of the London area and settle in new
districts with very cheap season-tickets as
an inducement, the bitterness of hundreds
of thousands of daily travellers can be
understood. Moreover, people have been
forced to buy their houses owing to the
housing shortage, and they are therefore
tied down to their present abodes. For
this reason they feel themselves largely at
the mercy of the railway companies.

A CASE IN POINT.

To take a typical illustration, there are
about five or six thousand season-ticket
holders in South-east London, who travel to and from
London every day. The rate between
Fenchurch Street and Southend before the
war for a three months' third-class "sea-
son" was £2-15-3. The present rate is
£3-2-0, and the proposed new rate is
£7-15-0. This gives a good idea of what
may happen; and small wonder that the
ticket holders are angry.

The companies, on the other hand, de-
clare that as a result of a standard rate
many season-tickets will be cheaper. The
rates in the schedule, they say, are the
maximum, and it does not follow that they
will be imposed. But a calm assurance of
this sort is not enough to satisfy ticket
holders, who are thoroughly alarmed, and
are now charged fifty per cent. more than
they paid before the war.

The battle will be fought out before the
Railway Rates Tribunal, and the Labour
party are being asked to support the sea-
son-ticket holders. It is fairly certain that
workmen's fares will also be raised. Rail-
way Travellers' Associations are mobilizing
their forces, and are raising a Million
Shilling Fund to prosecute the campaign
against the companies. Public meetings are
also being organized, so that there is every
prospect of a tremendous fight on a
national scale.

GLIMPSE OF IRELAND.

A friend in public life who has just
returned from a holiday tour in Ireland
tells me that, now that the Republicans
are discredited, there is a reasonable pros-
pect of the Free Staters settling down and
trying to run the country in an orderly
manner. The crying need of the people
in every walk of life is money. The Govern-
ment are without it. In Belfast indus-
trial enterprise is cramped, not only be-
cause it is suffering from the depression in
trade which is world-wide, but also be-
cause the banks are unable to make
advances. When the troubles developed,
the farming community withdrew their
deposits in the banks, and the latter there-
fore found their reserves depleted to an
extent that has reacted against industrial
prosperity.

Another hopeful feature in the situation,
apart from the approach to stability in
Government matters, is that among the
better-minded Irishmen who were averse
to separation from England the feeling of
resentment against the Free State is be-
ginning to abate. They are disposed to
make the best of things as they are, since
it cannot be otherwise new.

The Republicans have been rounded up,
and something like 25,000 are prisoners.
About 12,000 are in the Curragh Camp in
huts, guarded by Free State troops.
"Every man," said my informant, "knows
he can walk out to-morrow a free Irish-
man provided he will take a solemn oath
of allegiance to the Free State. But this
involves something else as well—namely,
that if he should afterwards be caught
with a gun in his hand he will be shot on
sight." Perhaps the defeat of the Republi-
can candidates at the General Election
will have the effect of convincing the dupes
and fools of Mr. De Valera that the game
is up.

PARKS AND MORALS.

The Bishop of London's letter to the
Times alleging that extensive immorality
is practised in the London parks and open
spaces, especially Hyde Park, has created
violent controversy. Generally, the
charge is flatly denied. The Bishop has
had a bad Press for what he evidently
expected would be a raging tearing cam-
paign, headed by what the poet, Thomas
Hood has styled, "niggers after niggers."
The newspapers adopt an attitude of
polite scepticism. In some quarters his
Lordship's letter is the subject of ridicule.
A point is made of the fact that the
Bishop bases his accusations not on his
own knowledge, but on that of "men of
great experience" whom he has "employed
for some years to make observations."
But his critics want to know who those
men are who pursue this odd avocation.
If inquiry is carried out officially into
what he alleges, their identity will have to
be disclosed. In the meantime, one of the
Bishop's demands can be dismissed as
unacceptable by public opinion. He
thinks that uncorroborated police evidence
should be acted upon. But it was only
a few months ago that we had the arrest
of a distinguished public official in Hyde
Park, under an unhappy misconception,
and, although the police evidence was at
first accepted, on appeal, the case failed
completely.

Londoners who are familiar with the
open spaces of the Metropolis can take
what has been said with a grain of salt;
but it gives a bad impression abroad.
H.B.

BICYCLES

LADIES' GENTLEMEN'S OR TANDEN

FOR HIRE OR SALE.

English Bicycles and Racers
Just Arrived.

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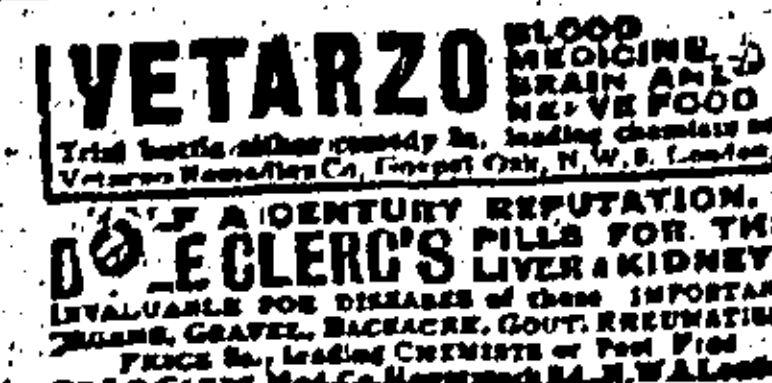
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NEWSPAPERS AS HISTORY. AN AMERICAN SURVEY.

The Newspaper and the Historian. By Lucy Maynard Salmon. (New York and London: Oxford University Press, 31s. 6d.)

In order to ascertain how far the newspaper Press can be used as material for historians, Miss Lucy Maynard Salmon examines in much detail the Press generally of America and of England past and present, and takes her readers through the history of newspapers and through the various elements, spiritual, personal, and material, which a newspaper embodies in its pages. It is a highly painstaking piece of work, even if some of the considerations into which Miss Salmon enters are comparatively trivial, and if in the end the conclusions which she reaches may seem a little vague after so minute an analysis. But the upshot of the whole matter is that, with certain reservations which the historian must bear in mind when reading files of old newspaper, the newspaper Press is still remaining the most important source the historian has at his command for the reconstruction of the life of the past three centuries.

Obviously the historian's purpose is not that of the daily reader. The historian, says Miss Salmon, will not go to the Press for news, for most of it comes to him from other sources; but he may seek in it expression of public opinion, and "a picture of contemporary life." This picture he will find in "the editorial, the illustration, and the advertisement." How far will they serve him? The very vastness of Miss Salmon's survey, and the difficulty of finding anything approaching a common denominator in the Press of at least two countries, and two centuries, make categorical statements dangerous, and if in the course of Miss Salmon's pages such a statement appears, as it occasionally will, to be without complete warrant, the answer or the complement to it occurs very likely elsewhere. By English readers it may be felt that the coloring is unduly American; on the other hand, the author is constantly ready with a saving clause. Here, however, is a sentence which all conscientious newspapermen will resent as it stands:—

Another limitation on the authoritative-ness of the Press is that its own interest in itself seems to begin and end with outstripping a neighbour in the rapidity with which it gets news. Enormous expense is incurred in getting news in advance of competitors, but no evidence is shown that equal expense is incurred in getting authoritative news.

Miss Salmon would find that in many newspaper offices the time, trouble, and expense taken to verify reports are often out of proportion to the result. What, also, is the employment of our own and "special" correspondents but an elaborate and costly device not only to provide news but to ensure its veracity? The statement is too sweeping, and Miss Salmon's contradiction to it is implied elsewhere, for instance in what she says of the value of truthfulness, and of such an incident as she relates of Deane's cautious handling of the warning he received of German machinations against France in 1875. On a smaller scale, similar things are done daily, but the world does not hear of them.

What, again, is "the assumed tacit obligation to theatre managers" under which the dramatic critic works? Why assume it? But as Miss Salmon says, somewhere else, each paper must be studied by itself. Why again, "must" the historian "prefer the signed article whenever the identification of the article adds authoritative-ness." The anonymous authority of a corporation is often as good as that of a single writer. In the controversy between signed and unsigned articles justice is scarcely done to certain reasons which compel anonymity: the personality of a paper may be so strong, and its information so little the property of a single member of its staff, that signature is out of the question. In the article on "personality" we read that "the historian does not look for reliable information in a newspaper printed on paper of an inferior quality." This seems unduly hard on the first fruits of a Colonial press and on struggling rural papers.

The historian is rightly warned on several points relating to the reflection of public opinion. Old newspapers were often too truculent; modern ones may be too kind alike to persons and institutions, from causes which the historian, but not perhaps the daily reader, might wish in-operative. The Press, during the Great War, was not itself, for several reasons, as the historian must remember. On matters of fact, Miss Salmon, though she declares that "in the very nature of things" the Press "is and must be inaccurate," holds that "it is possible to make a fetch of accuracy." Here one can but think that the word "press" should not be made the subject of such a proposition: the historian who is a real man and not abstraction will be handling real newspapers, not the abstract "press," and as in all other documents, he must weigh and select. Miss Salmon's abstraction of the Press may be indispensable to her method, but in proportion as she uses it, it dilutes the practical value of her conclusions.

VANISHING "GIN PALACES."

"In my early days nearly every street corner in London was occupied by a gin palace with a pawnbroker's shop a few doors away. Now banks and insurance offices are taking their place," said Mr. J. B. Pearce at the annual meeting of the P. R. Restaurants, Ltd., at the Memorial Hall, Farringdon-street, E.C.

Mr. Pearce has been in the catering business for 22 years.

In spite of employing more men and paying far more in wages than before the war, the railways have handled 100,000,000 tons less traffic a year since the war than they did in 1913. —*Manchester Chronicle.*

THE NEW U.S. PRESIDENT IN PRIVATE LIFE.

Mr. Coolidge is strongly religious. In the suite in the hotel in which he lived as Vice-President there is a small library. There is no fiction, but there are fifteen volumes on the tariff, three volumes on the Constitution of the United States, a few miscellaneous essays, one or two historical works, and a Bible showing it has been much read. There was a bookmarker at the Sixth Chapter of St. Matthew which gives that portion of the Sermon on the Mount in which Christ repeats the Lord's Prayer and admonishes against the storing of earthly treasures. The most thumbed page is the Twenty-third Psalm, "The Lord is my Shepherd." It is natural that Mr. Coolidge should show the faith that is in him. Speaking at Albany last year on religious beliefs and convictions, he said: "They are not a power which is diminishing but a power which is increasing. The standard of conduct which they require was never before so universally recognized and accepted. It sanctifies every place of worship, it is revealed in every institution of learning, it supports every activity of government, it sustains every economic structure. In domestic affairs, in international affairs, it is more, and more the reliance of mankind."

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THE GYMKHANA MEETING.

THE SECOND DAY'S RACING.

MR. MATCHAM HURT.

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Honorary Stewards.—His Excellency Admiral Sir Arthur C. Leyson, K.C.B., His Excellency Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., Sir Claude Severn, C.M.G., and Commodore H. E. Grace, R.N.

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Clerk of the Course.—Mr. H. Birkett.

Secretary.—Mr. C. B. Brown.

Gymkhana Officials.—Mr. C. C. Boyd, Mr. M. T. Johnson, Mr. F. Sutton, Mr. R. M. Dyer, Lieut.-Col. P. A. Cox, O.B.E., Mr. H. B. L. Dowbiggin, Mr. H. Humphreys, and Mr. J. Bartholomew.

Judge.—Mr. M. T. Johnson.

In charge of the Scales.—Mr. J. Bartholomew and Mr. F. Sutton.

Starter.—Lieut.-Col. G. H. H. Brutton.

Second Starter.—Mr. H. C. Macnamara.

Paddock.—Lieut.-Col. P. A. Cox, O.B.E., and Mr. H. B. L. Dowbiggin.

Timekeeper.—Mr. A. A. Alves.

Handicappers.—Mr. F. Sutton and Mr. M. T. Johnson.

Glorious weather again favoured the second day's racing of the holiday Gymkhana meeting, yesterday. There was even a larger crowd than that of the Saturday's meeting. His Excellency the Governor (Sir R. E. Stubbs, K.C.M.G.), accompanied by the American Consul-General (Mr. W. H. Gale) and Mrs. Gale, arrived in time to witness the third race. The Chief Justice (Sir William Rees-Davies) and Lady Rees-Davies were also amongst those present.

The racing on the whole was good and generally speaking, the ponies got away to very fair starts. Unfortunately, the first race was marred by an accident, Mr. Matcham coming down at one of the hurdles and breaking his collar bone. The leading jockey for the day was Mr. Zellenzky who rode three ponies to victory and also secured a second and a third. The first race over the hurdles was a run away one for the favourite Fern Leaf (late Silvaplana). Strathfarra took the lead at the start, but soon lost it to the favourite who was not challenged throughout, and came in a very easy winner many lengths in front of Strathfarra. Starland, lying third, came a cropper at the hurdle just before the Rock, his rider, Mr. Matcham, being heavily thrown. He was later brought to the enclosure as the starter's motor-ent, and it was ascertained that he had broken his collar bone. Starland was fancied for a place but the accident finished his chances. Finvoy finished a very poor third but paid his backers the best dividend of the race, \$14.70.

Drake (Mr. Zellenzky up) was well supported for the second race and he looked like a winner right from the start. Taking the lead early, the pony finished a comfortable winner. Gold Bill and Ding Dong came in second and third respectively, leaving the bunch behind in the home straight. No big dividends were paid in this race as all three ponies were much fancied.

The third race—a short distance one for subscription griffins—resulted in the favourite Mopoke (Mr. Harriman up) being badly beaten. With this pony out of the running Silvio, the winner (Major White up), paid a handsome dividend of \$33.50 for a win. Chessman came in second, challenging the leader, only to be beaten by half a length. Sharpshooter came in third. Yellow Hammer took the lead at the start but finished a poor fifth. Capt. Oxspring's Malvern bringing up the rear.

The big race of the day drew a field of seven ponies, four of which were good goers. Roman Pride turned out with Major White up in place of Mr. Gibson. Despite the change of rider the pony was a favourite, carrying 307 lbs. for a win. Barriers fancied Satisfaction Dahlia after his good show on Saturday. He carried over 250 lbs. for a win, whilst Country Mouse and Starland had respectively 130 and 120 backers for a win. The field got away to one of the best starts of the meeting, Bandicoot going to the front, closely followed by Capt. Oxspring on the Gambler, Roman Pride and Satisfaction Dahlia bringing up the rear. Just past the Rock, nearing the Village Bend Roman Pride, much to the surprise of everybody, petered right out and dropped back many lengths to the rear. At the entrance to the home straight there was a change in the order of the leading ponies, Starland (Mr. Seth up) and Satisfaction Dahlia (Mr. Harriman up) coming in through with Petrol King (Mr. Potts

up) coming up on the outside. Starland retained his slight advantage and won a good race by a length and a half. Satisfaction Dahlia coming in second two lengths in front of Petrol King. With the favourite out of it the winner paid a fat dividend of \$38.70.

The fifth race was a short distance event for all China ponies. It was a favourite's race and Strathfarra and Fern Leaf came in together, the latter pony just getting level with the former passing the Judge's box. Ping Pong finished third some distance behind. Roman Sparrow—a good short distance pony—disappointed his many backers by finishing last.

In the one mile race for China ponies three favourites came in in the order mentioned: Yellow River, Silver Bill and Ivy Leaf. This last named pony led for three quarters of the distance but dropped back considerably in the home straight. Only small dividends were paid.

The last race of the day—a consolation event for non-winners—provided a field of eight ponies. It was a fine finish five of the ponies coming up the home straight in a bunch. Gold Bill in a final spurt came in first with half a length to spare from Fire King (an outsider) which paid his backers for second place the satisfactory dividend of \$31.20. Clover Leaf was third a length and a half behind Fire King. Diadem Dahlia, a much fancied pony, was not in the running.

The results of yesterday's racing are as follows:

1.—ANDOVER EUROLE RACE.

Open to members of the Jockey and Polo Clubs and Mounted Troops. For China ponies. Distance about 1st furlongs. Catch-weights, 155 lbs. 1st prize, \$250; 2nd prize, \$125; 3rd prize, \$75.

Mr. A. H. Carroll's Fern Leaf (late Silvaplana), 155 lbs. (Mr. Soares) 1

Mr. C. C. Boyd's Strathfarra, 155 lbs. (Mr. Zellenzky) 2

Mr. Mac's Finvoy, 155 lbs. (Mr. Seth) 3

Mr. Nemaze's Nastaran, 155 lbs. (Mr. Bartholomew) 0

Mr. A. A. Alves's Starland (late Royal Crusader), 155 lbs. (Mr. Matcham) 0

Messrs. Albert & Arnold's Dandy Kid, 155 lbs. (Major White) 0

Time: 2mins. 25.3-seconds.

Won by six lengths, many lengths between second and third.

Pari-mutuel. Cash Sweep.

Winner: \$14.00 Ticket No.

1. 6.40 122. \$1,224.50

2. 6.50 81. 549.80

3. 14.70 45. 174.90

Unplaced ponies (\$20 each): Nos. 220, 219, 241.

2.—ORMONDE PLATE: ONE MILE.

For China ponies. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Mr. J. de Jong's Drake (late Henry VIII.), 155 lbs. (Mr. Zellenzky) 1

Mr. Bill's Gold Bill (late Australard), 155 lbs. (Mr. Gibson) 2

Messrs. Albert & Arnold's Ding Dong, 155 lbs. (Mr. Harriman) 0

Mr. H. Seth's In Spite Of, 155 lbs. (Mr. Seth) 0

Mr. Arpac's Bluebottle (late Water-lily), 155 lbs. (Mr. Bartholomew) 0

Mr. A. H. Carroll's Ivy Leaf (late White Star Dahlia), 155 lbs. (Capt. Oxspring) 0

Mr. Ridge's Arizona, 149 lbs. (Mr. Soares) 0

Time: 2mins. 12.1-seconds.

Won by six lengths, two lengths between second and third.

Pari-mutuel. Cash Sweep.

Winner: \$10.40 Ticket No.

1. 5.50 241. \$1,710.50

2. 6.30 210. 488.80

3. 7.30 90. 214.40

Unplaced ponies (\$20 each): Nos. 31, 305, 340, 537.

3.—LETCOMBE STAKES: FIVE FURLONGS.

For the ponies subscribed for and purchased at Shanghai in May, 1923. Winners Barred. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$100.

Mr. A. A. Alves's Silvio, 155 lbs. (Major White) 1

Mr. Dowbiggin's Chessman, 152 lbs. (Mr. Seth) 2

Messrs. Birkett & Raymond's Sharpshooter, 159 lbs. (Mr. Bartholomew) 3

Mr. Blank's Deluge, 155 lbs. (Mr. Potts) 0

Capt. G. E. Oxspring's Malvern, 155 lbs. (Capt. Oxspring) 0

Mr. Arpac's Yellow Hammer (late The hybrid), 149 lbs. (Mr. Zellenzky) 0

Dr. F. H. Kew's Mopoke, 154 lbs. (Mr. Harriman) 0

Time: 1min. 21.2-seconds.

Won by half a length, two lengths between second and third.

Pari-mutuel. Cash Sweep.

Winner: \$23.50 Ticket No.

1. 10.00 357. \$1,981.70

2. 12.70 257. 566.20

3. 8.00 254. 233.70

Unplaced ponies (\$20 each): Nos. 178, 476, 555, 432.

4.—AUTUMN HANDICAP: ONE AND A QUARTER MILE.

For China ponies. 1st prize, \$500; 2nd prize, \$250; 3rd prize, \$100.

Mr. A. A. Alves's Starland (late Royal Crusader), 154 lbs. (Mr. Seth) 1

Messrs. Albert & Arnold's Satisfaction Dahlia, 162 lbs. (Mr. Harriman) 2

Messrs. Potts & Croucher's Petrol King, 161 lbs. (Mr. Potts) 3

Messrs. H. Sassoon & H. Arnold's Roman Pride, 170 lbs. (Major White) 0

Dr. F. H. Kew's Bandicoot (late Asimore), 117 lbs. (Mr. Soares) 0

Mr. Potts's The Gambler (late Slander), 148 lbs. (Capt. Oxspring) 0

Mr. Henry Humphreys' Country Mouse (late Stonycroft), 150 lbs. (Mr. Zellenzky) 0

Time: 2mins. 44.3-seconds.

Won by a length and a half, two lengths between second and third.

Pari-mutuel. Cash Sweep.

Winner: \$36.70 Ticket No.

1. 13.60 457. \$4,616.30

2. 8.20 270. 1,319.00

3. 17.10 224. 630.50

Unplaced ponies (\$20 each): Nos. 69, 9, 232, 106.

5.—PADDOCK PLATE: HALF MILE.

For China ponies. 1st prize, \$250; 2nd prize, \$125; 3rd prize, \$75.

Mr. C. C. Boyd's Strathfarra, 155 lbs. (Mr. Zellenzky) 1

Mr. A. H. Carroll's Fern Leaf (late Silvaplana), 152 lbs. (Mr. Soares) 2

Mr. S. A. Lopes' Ping Pong (late Roman Warrior), 155 lbs. (Mr. Harriman) 3

Sir Paul's Orient Dahlia, 155 lbs. (Major White) 0

Capt. G. E. Oxspring's Lightning, 155 lbs. (Capt. Oxspring) 0

Mr. G. A. Harriman's West River, 152 lbs. (Mr. Potts) 0

Messrs. Sassoon & Arnold's Roman Sparrow, 158 lbs. (Mr. Bartholomew) 0

Mr. H. Seth's Knockah Leg, 146 lbs. (Mr. Seth) 0

Time: 1min. 01.4-seconds.

Dead head, two and a half lengths between first and third.

Pari-mutuel. Cash Sweep.

Winner: \$9.60 and \$0.50 Ticket No.

1. 6.50 372. \$1,374.30

2. 6.20 621. 1,374.30

3. 7.20 291. 300.40

Unplaced ponies (\$20 each): Nos. 303, 150, 53, 454, 125.

6.—MANTON PLATE: ONE MILE.

For all China ponies that have run in Hongkong and not won an official race here since 1st January, 1923, other than a race confined to Hongkong subscription griffins. 1st prize, \$250; 2nd prize, \$125; 3rd prize, \$75.

Mr. John Peel's Yellow River, 165 lbs. (Mr. Zellenzky) 1

Mr. Bill's Silver Bill (late Australard), 152 lbs. (Mr. Gibson) 2

Mr. A. H. Carroll's Ivy Leaf (late White Star Dahlia), 152 lbs. (Mr. Soares) 3

Capt. G. E. Oxspring's Hope Dahlia, 155 lbs. (Capt. Oxspring) 0

Messrs. Birkett & Raymond's Sharpshooter, 155 lbs. (Mr. Bartholomew) 0

Dr. F. H. Kew's Wombat, 165 lbs. (Mr. Harriman) 0

Mr. Arpac's Bluebottle (late Water-lily), 155 lbs. (Major White) 0

Dr. F. H. Kew's Kukaburra (late Music Tite), 152 lbs. (Mr. Seth) 0

Time: 2mins. 14-seconds.

Won by a length and a half, half a length between second and third.

Pari-mutuel. Cash Sweep.

Winner: \$7.30 Ticket No.

1. 5.60 405. \$2,068.50

2. 6.70 331. 531.00

3. 8.00 60. 293.50

Unplaced ponies (\$20 each): Nos. 431, 111, 355, 24, 156.

7.—MODERATE PLATE: THREE QUARTER MILE.

For all ponies that have started at the meeting and not won. 1st prize, \$200; 2nd prize, \$125; 3rd prize, \$75.

Mr. Bill's Gold Bill (late Australard), 158 lbs. (Mr. Gibson) 1

Messrs. Potts & Croucher's Fire King (late Palm Leaf), (late Gallowgate), 153 lbs. (Mr. Potts) 2

Mr. A. H. Carroll's Clover Leaf (late White Cloud), 153 lbs. (Mr. Zellenzky) 3

Sir Paul's Diadem Dahlia, 155 lbs. (Major White) 0

Mr. Seth's In Spite Of, 152 lbs. (Mr. Seth) 0

Mr. Ridge's Arizona, 152 lbs. (Mr. Harriman) 0

Mr. G. A. Harriman's Maine, 149 lbs. (Mr. Soares) 0

Mr. Arpac's Yellow Hammer (late Sky Bird), 149 lbs. (Capt. Oxspring) 0

Time: 1min. 33.4-seconds.

Won by half a length; a length and a half between second and third.

Pari-mutuel. Cash Sweep.

Winner: \$12.00 Ticket No.

1. 7.10 159. \$2,800.10

2. 7.10 618. 802.00

3. 10.40 265. 461.20

Unplaced ponies (\$20 each): Nos. 20, 306, 422, 201, 517.

SPORT

CRICKET.

CANTON BEATEN BY HONGKONG CRICKET CLUB.

YESTERDAY'S PLAY.

The Hongkong Cricket Club defeated the Shamoon Sports Club (Canton) on the Club ground yesterday rather severely. The visiting team was afterwards entertained to a dinner at the Hongkong Club, and later left for Canton by the night boat.

The match was commenced in the morning, and stumps were drawn at five o'clock in the afternoon. Hongkong won by an innings and 84 runs, and only batted once to Shamoon's twice. The scores were H.K.C.C. 237 and Shamoon 158 (both innings).

Shamoon won the toss and put Hongkong in to bat. The outstanding feature of the innings was the excellent bowling of Baskett and Gordon. Gordon proved to be a fast bowler with a dangerous swerve. His balls came off the pitch very quickly, and he kept the batsmen continually playing. Baskett, a left arm bowler, kept a very fine length, and puzzled the batsmen with a very deceiving flight. Both bowlers became tired after a time, however, owing to the great heat. Indeed the game itself deteriorated towards the end, since the sun's glare took it out of bowlers and batsmen alike. More, who went in second, soon left the wicket with a score of one to his credit, though this was largely his own fault, since he was too impatient, and tried to play a difficult ball to the off which should have been left severely alone, with the result that he was caught out. R. E. A. Webster and Owen Hughes put up the best stand of the innings, and formed a partnership that took a deal of breaking. They were responsible for breaking the back of the bowling. Owen Hughes made a very useful forty-eight, though he was lucky early in his stay at the wicket in not being caught. The Shamoon fielding, particularly their ground fielding, was a pleasure to watch, and cramped the style of the batsmen very considerably. The best stand of the innings was made by Mitchell who compiled a very useful 75. His was hard hitting in front of the wicket, and straight from the shoulder.

Shamoon managed to put on 109 in their first innings. Their batting was considerably weaker than their fielding and bowling, and a little more net practice would certainly do them no harm. Baskett, Gordon, and Wahl were the saviours of their side. More worried them considerably, and during the afternoon took thirteen wickets for a total of 64 runs. He put a very useful swerve on to his balls, and mixed them well, his only weakness being a tendency to bowl full pitchers to leg.

The scores were:—

SHAMKIN.

Second Innings.

Basket, b. More	4
Rodger, b. More	4
Gordon, b. More	4
Duncan, b. More	4
Reed, b. Gallaway	11
Dell, b. More	8
Read, b. More	0
Benson, b. More	0
Lammert, c. and b. More	0
Olive, not out	0
Extras	9
Total	11

Bowling Analysis.

More	8	1	21	8
Mackenzie	3	1	7	0
Galloway	3	0	7	1

H.K.C.C. 2nd XI. F. K.C.C. XI.

The following are the scores in an all-day match played at the Kowloon Cricket Club between the second strings of the Hongkong Cricket Club and the Kowloon Cricket Club:—

HONGKONG C.C.

First Innings.

H. E. Hollands, lb.w. Ramsay	12
T. W. Riddell, c. Phillips	10
Ramsay	10
D. Reid, c. Ramsay, b. Ramsay	5
G. H. Piercy, lb.w. b. Ramsay	3
E. G. England, b. Ramsay	1
A. C. J. Bowker, b. Hyde	19
D. H. F. McMaster, c. Green, b. Hyde	9
E. G. Lammert, c. Lindsell, b. Ramsay	25
H. Griffin, run out	9
A. R. F. Raven, b. Ramsay	19
J. B. Way, not out	6
Extras	6
Total	142

Bowling Analysis.

Fraser	3	1	10	0
Ramsay	11	2	35	3
England	7	2	19	2
Hyde	4	0	19	2
Fletcher	6	0	32	0

K.C.C. 2ND XI.

First Innings.

S. Jex, c. Reid, b. Lammert	6
R. Ramsay, c. Reid, b. Lammert	11
W. Hyde, b. Lammert	6
J. Fraser, c. Reid, b. Bowker	7
A. W. Summers, c. Bowker	4
A. W. Ramsay, c. Lammert, b. Bowker	10
D. S. Green, b. Bowker	0
R. E. Lindsell, b. Bowker	2
L. A. R. Duncan, c. and b. Lammert	0
J. C. Fletcher, run out	22
E. Phillips, not out	16
Extras	17
Total	102

Bowling Analysis.

Bowker	14	5	34	5
Lammert	14	4	36	4
Reid	1	0	7	0
Griffin	1	0	6	0

HONGKONG C.C.

Second Innings.

D. Reid, c. Lindsell, b. Fraser	8
G. H. Piercy, lb.w. b. Fraser	20
E. G. England, not out	65
A. R. F. Raven, not out	20
Extras	9
Total (for 2 wks. dec.)	121

D. H. F. McMaster, E. G. Lammert, J. B. Way, T. W. Riddell, H. Griffin, A. C. J. Bowker and H. E. Hollands did not bat.

Bowling Analysis.

Ramsay	4	0	14	0
Fraser	11	0	42	2
D. S. Green	2	0	15	0
Summers	4	0	32	0
England	2	0	9	0

HONGKONG C.C.

Second Innings.

E. Phillips, b. Hollands	8
W. Hyde, c. Hollands, b. Bowker	8
A. W. Ramsay, b. Lammert	77
R. Ramsay, run out	12
A. W. Summers, st. b. Raven	2
R. E. Lindsell, b. Raven	0
F. Fraser, not out	2
L. A. R. Duncan, not out	2
Extras	14
Total (for 6 wks.)	125

S. Jex, J. C. Fletcher and D. S. Green did not bat.

Bowling Analysis.

Bowker	9	0	23	1
Lammert	7	0	31	1
Reid	2	0	22	0
Griffin	4	1	16	0
Hollands	3	1	8	1
Raven	3	0	11	2

SQUIRREL SWIMS NIAGARA RAPIDS.

A red squirrel—one of the kind known to every tourist who has visited the State Reservation at the falls—successfully swam the rapids above the American Falls and saved itself from going over the cataract to death. The squirrel fell into the stream from a log a few hundred yards above the brink of the cataract, and was swept out in the current. It succeeded in reaching a rock some distance out in the river. To this it clung while the turbulent waters of the rapids swept by. Reservation employees saw the little animal's predicament, and they pushed a long ladder out to the rock, thinking the squirrel would scramble over it to the shore. But it declined that aid, and plunged into the stream, landing on the mainland after a desperate struggle only a few feet from the brink of the falls.

GOVERNMENT'S INVESTMENT IN QUEENSLAND BONDS.

HISTORY OF THE "STINKING FISH" DEPUTATION.

(BY A. QUINLAN.)

The question raised by the Hon. Mr. A. R. Lowe at the last meeting of the Hongkong Legislative Council with regard to the Hongkong Government's investment in Queensland 4 per cent. Bonds 1920-25, calls for further comment, for though now a matter of ancient history in Queensland except for occasional mention in Parliament, it seems that the facts relating to the alleged repudiation on the part of the Queensland Government are yet unknown or possibly misrepresented, in other parts of the world. In connection with this matter, I also note, in the same issue of the *Daily Press* containing the report of the Council meeting, a letter under the caption "Queensland Loans," excerpt from the *London Times*, and signed "Stephen Walker." To me, the signature conveys nothing, for I must confess ignorance regarding the identity of the writer, but I fear, from the tenor of his letter, that he has some connection with the British Australasian Society, who consider they have a grievance against the present Queensland Government.

For the benefit of those who are not conversant with the facts of the alleged repudiation it may be well to cover the whole of the more important circumstances from the beginning. This will also give me an opportunity of replying to Mr. Lowe and to Mr. Walker simultaneously. Queensland, as a vast country which is but sparsely populated, constitutes a danger to the whole of the Commonwealth, for in the event of an attack from the north an enemy could land with but little opposition. It has, therefore, become a matter of supreme importance not only to Queensland, but to the whole of Australia, that Queensland's vacant spaces should be populated. There are immense tracts of country in Queensland suitable for closer settlement, but the major portion of the land has in years gone past, been let at a high price to tenants to squat.

A relative of mine at one time held hundreds of thousands of acres as a rental of 1 shilling a farthing an acre per annum. Kidman, the Australian "Cattle King," held hundreds of square miles at a nominal rental.

Soil of a poorer quality has been taken up in small holdings alongside these cattle stations by farmers who, in addition to raising families, are paying a much higher rental than the large land holders. The average rental paid by large pastoralists in Queensland, by whom 200,000,000 acres of fertile soil are held, is 10s. 6d. per square mile, whilst the grazing farmer, who has to reside on his holding, is paying 50s. 6d.—more than three times as much for the same or even poorer country. That this country will grow maize, rape, bananas, grapes, apples, strawberries and other crops has been amply demonstrated by amongst others, a farmer named Green, who has to transport his products by motor truck to the nearest railway station, a distance of over 100 miles, and who has reared a family on a small holding. On much of this country cotton is growing wild.

Notwithstanding the open hostility of the larger landholders to these pioneer farmers, the success achieved by the smaller settlers has been so great that the few available small holdings were quickly snapped up. With the return of soldiers from the war, many of whom had had experience of Australian farming conditions, the difficulties of the situation became accentuated and the Government found itself faced with a three-cornered problem. There was a cry: "Fill the vacant spaces! Plenty of ideal settlers were anxious to fill those spaces; and yet, the way was barred by the large pastoralists whose only desire was to live in luxury in London while the country was populated by a few white managers and overseers, with blacks as boundary riders. Such a state of affairs could not be allowed to continue. The Queensland Government looked into the matter of the Pastoralists' Leases and it was found that no limitation of rent had been guaranteed in the leases. There could be but one logical solution to such a problem. The pastoralists were notified that the land must be put to more profitable use and any further leases would only be granted at an increased rental. Surely there was nothing repudiatory, or even unreasonable, in such a proposal. But no! The pastoralists were doing "a little well thank you," and, rather than inconvenience themselves in any way, they preferred to raise their little "stinking fish" deputation—like spoiled children bellowing because there were others in the world who had some claim to consideration. That will would avail them nothing were Australia captured by an enemy. The attitude of these pastoralists calls to mind a Yorkshire tale my father used to relate regarding a lad who attended a Christian party and who was returning home full of wails and lamentations. Questioned as to the cause of his grief, he replied that another boy had stolen some of his "pudding," and he couldn't "bing on in the son" because his belly was full, and if he started to fight he might lose some of that which he already had. Like the pastoralists of Queensland, all he could do was to blubber.

At this particular time Queensland required a loan for reproductive works which were being undertaken and the Opposition Party in Parliament thought they saw a splendid opportunity to discredit the Government by taking up this cry of repudiation; thus destroying the Government's credit. The Premier and Treasurer (Hon. E. G. Theodore) had announced his intention of visiting London in connection with loan matters, and with the object of forestalling this deputation was sent home by railway to prevent the loan being raised. This deputation afterwards became known throughout Queensland as the "Stinking Fish" deputation.

On the Premier's arrival in London.

It is a pity that the financial pitch had been "quered." The market was decidedly hostile. Mr. Theodore then sought an interview with the companies in London that were concerned in pastoral holdings in Queensland. With regard to that meeting he stated: "I met the representatives of the British Australasian Society, comprising representatives of the Australian pastoral companies, such as the Scottish Australasian Investment Company, and numerous other companies about twenty in all, and they alleged the same thing. They complained that we had broken a contract. I asked what specific contract had been broken; where was the proof? They said: 'You have altered the conditions in our leases.' I asked them to produce the lease containing the provision with regard to the limitation. I asked them to show me the clause in the lease limiting the increase in rent, and they could not produce it, and there was no more astonished man in London than the chairman of that committee when I produced a copy of their own leases and showed them that there was no such limitation, and they had to admit that their statement was wrong."

In spite of this, it soon became evident that the pastoralists had sufficient influence to prevent the immediate raising of a loan, though Mr. Theodore was told that if the pastoralists were allowed to retain their holdings at the old rental, money would be available. This attempt to dictate the political policy of Queensland was naturally resented by the Premier. He left the London financiers at stew in their own juice and raised the money in New York. The refusal of London financiers has proved a blessing in disguise to Queensland, for Mr. Baillieu, one of the big financial men of Melbourne, has referred to this loan as being "an excellent business from every point of view."

A second loan of \$10,000,000 has since been raised in New York and there is talk of other Australian States following suit. On the Premier's return to Queensland, the Government decided to test the feelings of the public on the matter by floating a loan locally. This loan was remarkably well received by all sections of the community. For this I can vouch, as I was loan organizer for the Northern District of the State. One gentleman, head of the Opposition Party in the principal town in my district, and owner of a daily newspaper, placed at my disposal his only son, but also the services of his staff. The public fact that I had been previously connected with the flotation and later with the management of another daily newspaper in the same town. His remarks to me on this matter were: "This is not a question of politics, but of the welfare of Queensland. I am opposed to the present Government politically, but when it comes to a matter of finance the present Treasurer is to be trusted." His opinion is of the "stinking fish" deputation is unimpaired. I might say that he kept his word and gave the loan every possible assistance.

With such a feeling permeating the whole community, loan organizing was easy money. Subscriptions poured in from all sides, from the labourer and from the wealthy alike, and the loan was quickly well subscribed. No doubt the question will be asked, why was this method of raising loan money discontinued, since it had proved so successful? The answer is that the Commonwealth Government had been raising loan money in Australia, owing to the fact that very high rates of interest were at that time being demanded abroad, and they approached the Queensland Government, asking them not to continue, more especially as it was thought that any surplus capital in the country could find plenty of scope for direct investment in a warlike or unproductive nature. However, the Queensland Government's objective had been attained, for the people had endorsed the actions of the Treasurer, with the surest indication of confidence in these mercenary days—ready cash. They have just lately again shown their confidence in the present Government by returning them to power for a further term of three years and that with a much larger majority than they held in the previous Parliament, which, I believe, makes Queensland the oldest Government in the world to-day. This should be conclusive evidence that the people of Queensland do not fear for the financial future of the State under the present Government. This faith in Queensland's financial position, as compared with other Australian States, is endorsed by the London Stock Exchange. I give the quotations for May 3rd of this year, taken from Queensland *Financial* of August 4th.

State	Yield to Investor	Yield to Government	Yield to Public
Queensland	100.00	100.00	100.00
Victoria	100.00	100.00	100.00
South Australia	100.00	100.00	100.00
Western Australia	100.00	100.00	100.00
Tasmania	100.00	100.00	100.00

(Continued at foot of next column.)

BILLIARDS LEAGUE FORMED.

MEETING AT THE V.R.C.

An interesting meeting was held at the Victoria Recreation Club yesterday evening for the purpose of forming a Billiards League in Hongkong. The chair was taken by Mr. H. C. Wicheil, and representatives from the different Clubs and the Services were in attendance. It was eventually decided to form a league. At the outset of the meeting Mr. Wicheil said he understood there was in existence a billiards league among the Services, but it had been felt that it would be a good thing if a league taking in the whole Colony was brought into existence. It was for that purpose the meeting was held. If this league were formed he would suggest that it be run under the auspices of the Victoria Recreation Club and matches would be played on that club's table. He added that he had been able to procure a silver shield as a trophy, and the names of the winners, season by season, could be inscribed upon it.

This idea was generally supported by those present, and Mr. McEneaney, representing the Ex-Active Service Men's Association (1914-18) proposed: "That a Billiards Association be formed, to be controlled and run under the auspices of the Victoria Recreation Club, matches to be played on that Club's table, during the winter months." This resolution was seconded and carried unanimously. The subject of rules was then brought up, and the following were decided upon: "That the number of each team entered to play shall be six. That the competition be run under the 'knock-out' system. That the number of points shall be 250 up per player. That the games shall last two nights per match. Entrance fee to be \$10 per team."

Mr. Wicheil remarked that another important point which arose was as to the qualifications necessary for a man to play for a Club. He added that the subject had arisen in the Press over another branch of sport, and he thought it better that they should be quite clear before starting the league. It was eventually decided that a player had to be a resident in the Colony and a member of the Club he was playing for for a period of six months before being allowed to play, this rule not to apply to Services.

Entries close on Saturday, October 20th, and games will be commenced on the 1st November. Rules under which the games to be played to be Billiards Control Club rules. Referees were also appointed, and Clubs invited to tender nominations also. A nominal fee of 20 cents will be charged to members of the public wishing to see the matches, soldiers and sailors being admitted at half price.

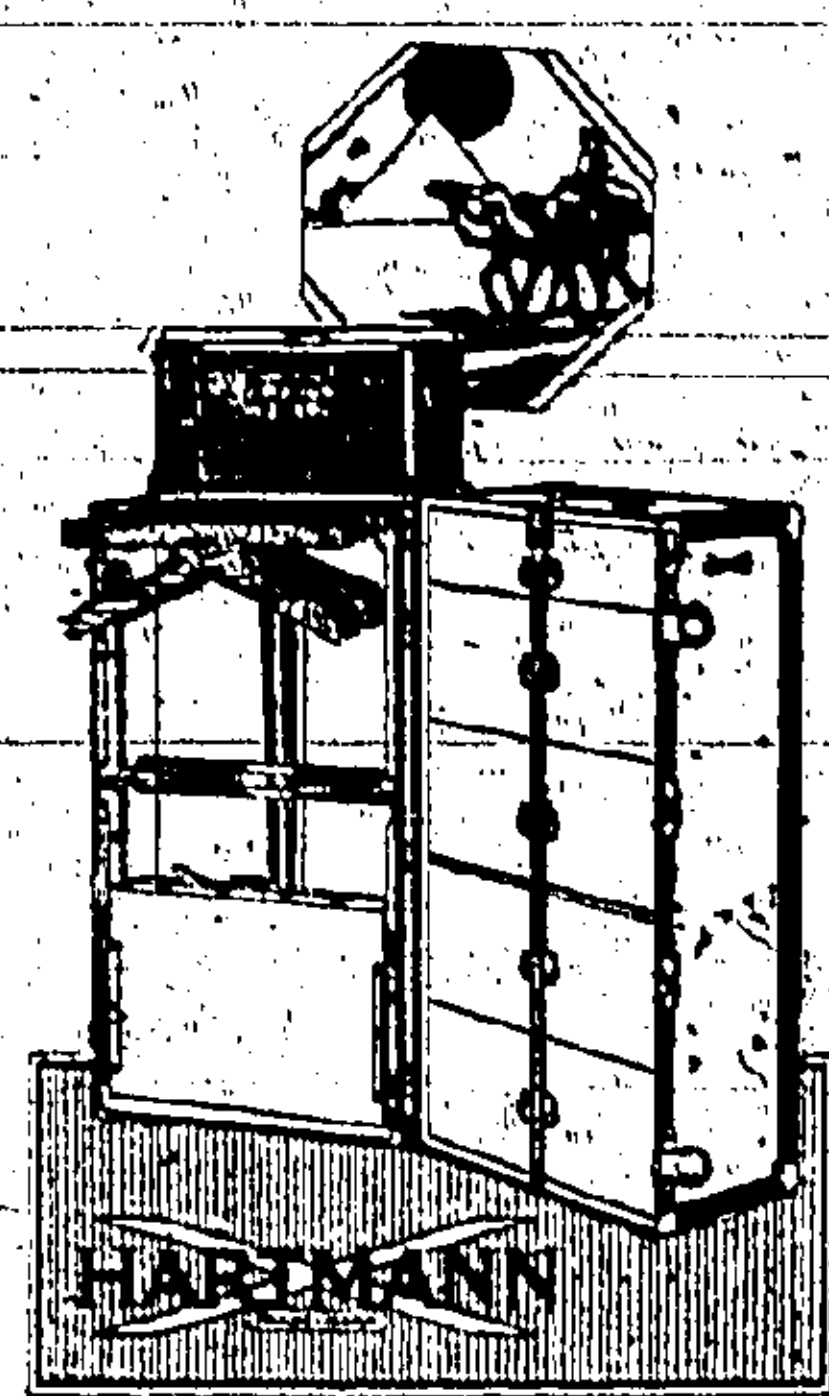
There is a slight difference between the various States, accounted for possibly by some people desiring to invest in one particular State, because they have been in the habit of doing that, and because of the desire of other investors to invest in another particular State. The amounts fluctuate slightly, but only by a fraction of 1 per cent, which is hardly noticeable in the quoted prices. Queensland ranks higher than some of the other States and is an infinitesimal extent lower than other States. Can anyone say that that indicates Queensland credit does not rank in London as high as that of other States? It must therefore be obvious that the investment in Queensland Bonds on behalf of the Hongkong Government was not the result of sentiment on the part of the Crown Agents, for, as the Colonial Secretary pertinently replied to Mr. Lowe's question, it is clear they regard them as a sound investment.

Paucity of space precludes a long dissertation on the natural wealth of Queensland, which State, in addition to splendid agricultural resources, has been blessed by nature with magnificent mineral wealth, including vast deposits of iron and coal. On the very day that the question of Queensland loans was raised in Hongkong a Reuters telegram appeared in the *Daily Press* which goes to prove the possibilities of Queensland in this direction. The cable message was from Brisbane and reads as follows:—

A recent silver-lead find at Cloncurry is described as "fabulously rich." The outcrop extends five miles. Assays have proved sensational, showing two thousand ounces of silver to the ton, with 50 to 60 per cent. of lead. Cloncurry is not a new field, but has been operated for over half a century.

As a final word with regard to the alleged repudiation, I would ask Mr. Lowe, "Would he, on the expiry of Government leases in Hongkong—where there is no urgent need for increased population—be prepared to re-let land, which has been generally improved in rental value, at the original rental? I rather fancy that he also would be prepared to 'repudiate.' Surely it is not contended that Queensland, or any other State, is to call a halt in its natural development for the sake of absentee leaseholders who have already amassed fortunes and whose only claim to consideration is sentiment—with all the sentiment on their side.

With regard to the raising of future loans by Queensland, money could not be raised in London if the financial interests in London instituted a boycott as they did in 1920. That applies to any State, any country or any Government, but, with New York willing and anxious to lend money on better terms than London offers, and with her own people willing to lend freely to the State when necessity arises, it is reasonable to assume that Queensland may not approach London. There is no question of patriotism or any other "ism" in this. It is purely a business proposition; but it is obvious that, as the Crown Agents have invested money on behalf of the Hongkong Government in Queensland Government Bonds, and a favourable agreement has lately been entered into by the Queensland Government with the British Australasian Cotton Association, some, at least, of the London financial interests have decided to discontinue hitting off their financial noses to spite their financial faces."



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"JAEGER" GOLF COATS AND SWEATERS

AFTERNOON GOWNS

MERIDIAN UNDERWEAR

OBITUARY.

CAPTAIN H. E. MORTON.

The death took place in Manila on September 30th of Captain Henry E. Morton, former managing director of the Shanghai Hotels Company and previously a Captain in the Pacific Mail Steamship Company. Captain Morton, who was 53 years of age, had been in poor health for more than a year and had recently undergone several operations.

Deceased was born in Ireland and first went to sea in sailing ships. He captained a sailing ship to the United States and later became a naturalized American citizen. Subsequently he joined the old Pacific Mail Steamship Company and became captain of the steamer *Manila*, plying on the Far Eastern run. As skipper of the *Manila* he made many friends in the Orient and was one of the most popular captains on the trans-Pacific service. After leaving the Pacific Mail, he was master of the *Due de Mont*, a motor yacht, and started on a world cruise which was interrupted by the war.

The *Manila* was in the East at the time of the siege of Tsingtao and assisted in that phase of the war, afterwards being taken over by the French Government for war service.

Captain Morton helped to establish the Shanghai firm of marine surveyors of Morton and Reeves, now the firm of Eiler, Reeves and Murphy. He then became managing director for the Shanghai Hotels Ltd., a post which he held for some years, retaining an interest in the surviving firm.

Following his departure from Shanghai, Captain Morton established the marine surveying firm of Morton and Ericson in Manila, in which he was interested at the time of his death.

In June 1917, Captain Morton married Miss May Free, daughter of Mr. J. H. Free, of the China Import and Export Lumber Company, and Mrs. Free, Shanghai, who survives him. Mrs. Morton and her mother are at present in Portland, Oregon.

MOTOR CAR ACCIDENT.
CAR OVER THE BANK NEAR
GOVERNMENT HOUSE.

A serious accident occurred on Sunday near Government House, when a motor-car belonging to Mr. Wong Chee Chi, a merchant of No. 220, Queen's Road Central, went over the banking at the sharp corner at Upper Garden Road. In attempting to turn the corner the chauffeur of the car noticed some pedestrians (Chinese) directly in front of his car and in endeavouring to avoid them lost control of the car which collided with the rails and fell over the bank a distance of several yards. The owner and driver of the vehicle were thrown out of the car. The owner escaped lightly with a severe shaking and a number of bruises, but the chauffeur was badly injured about the head and was taken to hospital. Another car which arrived on the scene shortly afterwards. The car was extensively damaged.

HIGHWAY ROBBERY.

DAIRY FARM SHROFF KNOCKED
OFF HIS CYCLE.

A small boy participated in a highway robbery which took place near the Kowloon Docks on Saturday afternoon. A shroff, employed at Albee's Dairy Farm, Kowloon City, was returning on his cycle from the Kowloon Docks, where he had been collecting monthly accounts. He was met in the Tai Wan Road by three men and a boy. They knocked him off his cycle and one of the gang grabbed a revolver at him. The boy crying and leather bag which he was carrying after throwing pepper into the shroff's eyes. The bag is said to have contained \$300 in bank notes and cash.

TWO CENTS DUTY.

ATTEMPT TO SMUGGLE A SMALL
PACKAGE OF TOBACCO.

An instance of the smuggling into this Colony of small quantities of tobacco by Chinese employed on the river steamers was revealed at the Magistracy yesterday morning, when a Chinese steamer boy, employed on the *ss. Hong Shan*, was charged before Mr. Macdonald with carrying in his possession a very small quantity of tobacco on which the duty of two cents had not been paid.

The defendant said he had brought the tobacco down from Canton for his own personal use.

Sub-Inspector Mutchins, while admitting that the duty on the contraband was only two cents, pointed out that there were five similar cases last week from the same ship.

The Magistrate said he had only one very small package.

The Inspector said that if every man brings one package, this Colony man does not pay duty, and this would be a great number, coming in. Under the Ordinance they are not allowed to bring in any at all.

The Magistrate imposed a fine of \$1 with the alternative of five days' imprisonment and cautioned the defendant.

INTIMATIONS

THE HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Pender Street, Victoria, in the Colony of Hongkong, on MONDAY, THE 15TH DAY OF OCTOBER, 1923, at 11 o'clock in the forenoon, for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, namely:

"That the Conditional Agreement submitted to the Meeting for the Amalgamation with the Company of the Shanghai Hotels, Ltd., upon the terms (inter alia) of the acquisition by this Company of the complete undertaking, business, goodwill, and property of the Shanghai Hotels, Ltd., and of the issue to members of the Company of new shares of the nominal value of Ten Dollars (\$10.00) each, credited as fully paid up for each and every share held by such members respectively in that Company, be and they are hereby authorized to carry out the said Agreement into effect with such (if any) modifications either before or after the execution thereof as they may think fit."

N.B.—A copy of the said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, namely, the Building, Des Voeux Road Central, Victoria, Hongkong, and also at the office of Messrs. DEACON, HARRIS & SHELLEY, No. 1, Des Voeux Road Central, aforesaid, the Solicitors to the Company.

Dated this 24th day of September, 1923.

By Order of the Board,

WALTER J. HAWKER,

Secretary.

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THE SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Pender Street, Victoria, in the Colony of Hongkong, on MONDAY, THE 15TH DAY OF OCTOBER, 1923, at 11 o'clock in the forenoon, for the purpose of considering and, if thought fit, passing the following Resolutions as Extraordinary Resolutions, namely:

1. That it is expedient to effect an amalgamation of this Company with the Hongkong Hotel Company Limited, whose Registered Office is situated at the Hongkong Hotel, Pender Street, Victoria, in the Colony of Hongkong, and with a view thereto that this Company be wound up voluntarily and that Walter John Hawker, of Victoria, in the Colony of Hongkong, be and he is hereby appointed, Liquidator for the purpose of such winding up with full power to delegate all or any of his powers to a person of his choice of appointment in the Republic of China to act in conjunction with him and under his control and as his Agent for the purpose of carrying out such liquidation.

2. That the Conditional Agreement submitted to the Meeting for the Amalgamation of this Company with the Hongkong Hotel Company Limited upon the terms (inter alia) of the acquisition by this Company of the complete undertaking, business goodwill and property of the Shanghai Hotels, Ltd., and of the issue to members of this Company of new shares of the nominal value of Ten Dollars (\$10.00) each, credited as fully paid up for each and every share held by such members of this Company respectively, be and the same is hereby approved and that the Liquidator be and he is hereby authorized pursuant to Section One hundred and eighty five of the Companies Ordinance One thousand and Agreement and eleven to adopt the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient.

N.B.—A copy of the said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, namely, the Building, Des Voeux Road Central, Victoria, Hongkong, and at the office of Messrs. DEACON, HARRIS & SHELLEY, No. 1, Des Voeux Road Central, aforesaid, the Solicitors to this Company and also at the Shanghai Office of the Company, No. 14, Kinkung Road, Shanghai.

3. That the aforesaid shares of the Hongkong Hotel Company Limited, shall be allotted to such aforesaid members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the said Conditional Agreement.

4. The shares of the Hongkong Hotel Company Limited to be allotted under the said Conditional Agreement to such aforesaid members of this Company shall participate in all dividends declared by the Hongkong Hotel Company Limited in respect of the financial year ending 31st December, 1923, pari passu with the existing issued shares of the Hongkong Hotel Company Limited.

5. That the Liquidator be and he is hereby authorized to give such consent as may be necessary to the name of the Hongkong Hotel Company of the Hongkong Hotel Company Limited being changed to "THE HONGKONG HOTELS LIMITED."

SHOULD THE ABOVE RESOLUTIONS be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to be held at the Hongkong Hotel, Pender Street aforesaid, on WEDNESDAY, THE 31ST DAY OF OCTOBER, 1923, at 11 o'clock in the forenoon for the purpose of considering and, if thought fit, confirming such Resolutions as Special Resolutions accordingly.

NOTICE IS HEREBY ALSO GIVEN that Registered Shareholders of this Company may attend the above mentioned Meetings and vote thereat in person or by Proxy and that all Proxies and the Powers of Attorney (if any) under which the

INTIMATIONS

same are signed are deposited daily at the Head Office of the Company (namely the Registered Office of the Company at the Hongkong Hotel, Pender Street, Victoria, in the Colony of Hongkong) not less than twenty-four hours before the time fixed for holding the said Meetings. Any Proxies or Powers of Attorney not deposited in accordance with the above provisions will not be available for use at the said Meetings.

Dated this 24th day of September, 1923.

By Order of the Board,

WALTER J. HAWKER,

Secretary.

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HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF CALL

ISSUE OF 50,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH (\$500 PAID-UP).

NOTICE IS HEREBY GIVEN that the THIRD CALL of \$2.50 per Share on each of the 50,000 Shares allotted on the 5th day of NOVEMBER, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation, in Hongkong, on the 15th day of OCTOBER, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 15th October, 1923, inclusive.

For and on behalf of the

HONGKONG ENGINEERING AND CONSTRUCTION Co., Ltd.,

S. COURTNEY COOK,

Secretary.

Dated the 21st day of September, 1923.

1356]

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—HONGKONG GENERAL CHAMBER OF COMMERCE, HONGKONG & SHANGHAI BANKING CORPORATION, CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, MERCHANTS BANK OF INDIA, INTERNATIONAL BANKING CORPORATION, NETHERLANDS TRADING SOCIETY, YOKOHAMA SPECIE BANK, HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,

D. E. BLAIR,

Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923.

1357]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY No. 13 of 1923.

Re P. A. LAPICQUE AND COMPANY.

TENDERS are invited up to and including the 15th day of OCTOBER, 1923, for the purchase of the HOUSE and PREMISES known as "THE BLAINEY STONE," being a Rural Building Lot No. 135, situated on the Victoria Road about One and a Half Miles from West Point, also of an adjoining piece of Ground being Rural Building Lot No. 215. The area of both pieces of Ground is 23,957 square feet or thereabouts.

The whole of the above Property will be sold as One Lot.

Rural Building Lot No. 215 is subject to a Building Covenant particulars whereof can be obtained from the Underigned.

Tenders must be accompanied by a deposit of 10% of the amount of the Tender returnable after decision on the Tenders has been made.

Permits to view may be obtained on application to the Underigned.

The right to accept the highest or any Tender is reserved.

Tenders will be received at the office of the Underigned—9, QUEEN'S ROAD CENTRAL, Hongkong, up to the 15th day of OCTOBER, 1923.

1354]

WILKINSON & GHIST.

PUBLIC AUCTION.

THE Underigned have received instructions to put up for Sale by

PUBLIC AUCTION,

on

THURSDAY,

the 11th day of October, 1923, at 3 p.m., at the Auction Rooms of

Messrs. LAMBERT BROTHERS,

At No. 3, DUNDRELL STREET.

The following Property:—

A DWELLING HOUSE known as

No. 6, HILL ROAD, VICTORIA,

in the Colony of Hongkong and situated upon the REMAINING PORTION OF SECTION B OF MARINE LOT No. 188

and the REMAINING PORTION OF SECTION C OF MARINE LOT No. 189. The area of the property is 3,771 square feet and is held for the term of 99 years from June, 1861, subject to the Crown Rents of \$12.37 and \$25.66.

Particulars and Conditions of Sale can be obtained at the Auction Rooms or from the Underigned.

Messrs. HASTINGS & HASTINGS,

DENNIS & BOWLEY,

At Des Voeux Road Central.

1351]

TO LET.

OFFICES in UNION BUILDING—One Room on Fifth Floor.

Apply

UNION INSURANCE SOCIETY OF CANTON, LTD.

1351]

INTIMATIONS

NOTICE OF REMOVAL.

THE OFFICES OF THE "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (2nd floor), to which Address all Correspondence should be directed. Hongkong, 18th July, 1923.

NOTICE.

MR. H. SCHMIDT has been Authorized to Sign our Firm Per Procuration. SIEMSEN & CO. 1370]

LOYAL ORANGE LODGE, No. 802.

HOLD their MONTHLY MEETINGS at the Union Church Hall, Kennedy Road, the FIRST MONDAY in Each Month.

PRECEPT.

The Imperial Grand Black Chapter of the British Commonwealth No. 601, EASTERN STAR, hold their Meetings at the same Hall the SECOND MONDAY of Each Month. Anyone interested should apply at the above Hall.

NAVY LEAGUE BALL

Under the Patronage of

ADMIRAL SIR ARTHUR LEVESON, K.C.M.

(IN AID OF WAR CHARITIES)

Will be held at

THE CITY HALL,

on

FRIDAY, 2ND NOVEMBER, 1923,

at 8.30 P.M.

TICKETS (\$3 each). Obtainable from the LADIES' COMMITTEE, MOUTRIE'S, ANDERSON'S and THE ENGINEER'S INSTITUTE. 1403]

S.S. "VENEZIA" FROM TRIESTE, ARRIVED 1ST OCTOBER, 1923.

3900
\$ for
5800

1/85—85 Sales Paper

C C 135, 142, 150

C C 189, 214

C C 86, 121, 162, 177

C C 235, 213

180 Sales Paper.

153 Sales Paper.

NOTICE IS HEREBY GIVEN that Original Bills of Lading issued at Trieste duly countersigned in favour of Messrs. Cantorvitz & Co., on the Hongkong and Kowloon Wharf and Godown Co., Ltd., and said to have been LOST and are declared Null and Void.

DODWELL & CO., LTD.

Agents, LLOYD TRIESTINE S. N. Co.

1400]

THE BEN LINE STEAMERS, LIMITED.

From LEITH, ANTWERP, MIDDLESBRO', LONDON & STRAITS.

The Steamship "BENCLEUCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when and where the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Underigned on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 5th October, 1923.

1396]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.'S STEAMER

"MALWA."

A ARRIVED HONGKONG ON 5TH OCTOBER, 1923.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary six hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong, 5th October, 1923.

1401]

INTIMATION

BURNETT'S

FINEST LONDON

DRY GIN

Unique in Character and Flavour.

GIVES THAT DISTINCTIVE EXCELLENCE TO A COCKTAIL.

BURNETT'S Gin was a household word in London before most of the men who fought in the big war were born—AND STILL IS

SOLE IMPORTERS

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants

ESTABLISHED 81 YEARS.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 9TH, 1923.

THE HOUSING REPORT.

The tribute which H.E. THE GOVERNOR in the course of the Budget Speech, paid to the Hon. Mr. POLLOCK, the Hon. Mr. KOTTEWALL and Mr. W. S. BAILEY, who are the authors of the Report on the Housing Question, will be recognised by all who have read that Report as being thoroughly well deserved. They were appointed as a Commission to inquire "as to what measures are possible to increase the quantity and decrease the cost of housing accommodation in the Colony," and their Report itself is evidence of the thoroughness of the investigations made over a period of upwards of five months. In promising that the Report will be most carefully considered, His EXCELLENCY quite justifiably remarked that while the Commission had been busy the Government had not been idle, and singled out for mention among the various measures devised to alleviate the difficulties of the situation, the experiment known as "the forty years' lease scheme," which owes its origin to the fertile brain and inexhaustible activity of the Acting Colonial Secretary. We are rather surprised to see that this scheme does not meet with more enthusiastic approval by the Commission. It is true that the scheme is one which has "attractions for people with speculative instincts," but without speculative instinct we fear that there is little prospect of the Colony getting the houses it needs. One of the main recommendations of the Commission is that in order to encourage the erection of more houses for accommodation at different classes of the community at reasonable rents, the Government should sell land cheap, without auction, but subject to restrictions that the Commission regard as vital. These are that in order to prevent speculation in building sites, the purchaser of the lot must covenant to perform the building covenant himself; secondly, failure to carry

out such covenant punctually would involve forfeiture of the land; thirdly, that the original purchaser should have no power to resell or alienate for a period of seven years after the erection of the buildings on the lot; and, fourthly, that the rental to be charged by the original purchaser of the land to the tenant shall not be greater than will bring in a return of a net eight per cent. on his capital outlay. If the great object in view is to increase the available housing accommodation as speedily as possible, we think the Hon. Mr. FLETCHER's scheme will better serve that purpose than the one which the Commission puts forward, for placing a seven years' restriction on the sale of a house rather tends to defeat that object. Under the Colonial Secretary's scheme, as soon as one house is sold another has to be built, and the sooner the houses erected on the "forty years' lease system" are sold the quicker we are likely to reach the great desideratum—an adequate supply of houses. The Commission acknowledges that though the scheme is free from some of the conditions they wish to see enforced, "it is useful from the point of view of encouraging the erection of more houses on new sites on the 'snowball' principle," and subject to the application to it of the first two conditions (which we presume apply as a matter of course) the Commission "think that the scheme may be tried simultaneously with the one the Commission recommend." We have very little doubt as to which will best serve the great object in view. But whatever differences may exist on this point there can be no two opinions on the subject that cheaper land is a prime necessity if the cost of housing accommodation is to be decreased. Incidentally if the conditions which the Commission recommend should be imposed when land is sold cheaply without auction were imposed in the case of every sale of land by auction, the boom in land would soon be brought to an end and the Government would check the speculation which is responsible to a large extent for the very high level of rentals. The Report affords evidence that the demand for accommodation has increased quite a number of schemes, in embryo, but the cheapness of the accommodation must depend to a very large extent not only on the land being cheap but upon a number of other considerations which will be found set forth in the Report. Builders, for example, are often put to considerable expense by reason of the delays suffered either through the inadequate staffing of the Survey Office and the Public Works Department, or through too much circumspection in the Departments, and the recommendations made in the Report to avoid this are not the least important, though they may appear the most prosaic of the series. There can be no doubt that general public opinion finds adequate expression in the Report and its many recommendations, and the public will await with eager interest the result of the consideration given to it by the Government. We trust they may not have to wait long for some tangible fruit.

The sale of work held last Friday at the Helena May Institute in aid of the Blind Institution at Kowloon, Tang realised \$837.

The winner of the hill climb test on Saturday for motor-cycle combinations was Mr. F. C. Weller on a 4-cyl. Henderson. He covered the distance in 1min. 12.2-5secs.

Mr. and Mrs. K. L. Bridger beg to inform friends that owing to the late arrival of the *ss. St. Albans*, the wedding of Miss Savery and Mr. Jordan will be postponed until Thursday, 11th inst., at the Peak Church, at 11 a.m. Advt.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE RUHR.

FURTHER EXPULSIONS BY OCCUPATION AUTHORITIES.

PARIS, October 7th.
The Occupation Authorities have expelled 25 French police who were indirectly concerned in the Düsseldorf disturbance on October 4th.

Another 150 are under arrest and the corps has been disbanded.

MILLIONAIRE WORKMEN.

PARIS, October 7th.
An agreement reached between the masters and men at Essen fixes wages at three milliard marks weekly.

ANOTHER BIG SEIZURE OF MARKS.

PARIS, October 7th.
The French have seized from the Berlin-Cologne express 231 trillion marks confiscated from the Reichsbank at Berlin to the Cologne branch.

The money was hidden under a coal consignment.

FRENCH EMISSARY VISITS HERR STRESEMANN.

LOXON, October 8th.
The Daily Chronicle's Diplomatic correspondent states that a well-known French journalist was sent on behalf of M. Poincaré to see Herr Stresemann. The journalist met the German Premier on Saturday and informed him that M. Poincaré was willing to negotiate as regards reparations but not respecting the Ruhr, on which it was made clear that the French will not release their hold until reparations have been fully paid. Herr Stresemann, after protesting strongly at the emissary's request, made a full statement for M. Poincaré of the German position and expressed the hope that M. Poincaré would not make the situation in Germany more difficult by speeches.

FRENCH EX-MINISTER ATTACKED.

COMMOTION AT AN UNVEILING CEREMONY.

CABERS, October 7th.
Much commotion was caused at the unveiling of a war memorial at Cressy which was being performed by M. Malvy, ex-Minister of the Interior, when a member of the Royalist organisation advanced and struck him. Shots were fired, followed by four arrests, after which the proceedings continued.

INTERNATIONAL COMMISSION OF JURISTS.

GREAT BRITAIN'S NOMINEE.

LONDON, October 7th.
Lord Buckmaster will be the British nominee on the Commission of Jurists. A Reuter's cable message, dated September 25th, stated that, arising out of the recent Italo-Greek conflict, Viscount Jellicoe at the League Council meeting announced the decision to refer the question of the Council's competence to deal with disputes between members of the League insoluble by friendly means to a commission of jurists. Mr. Branting, amid prolonged cheers, expressed his preference for the Court of International Justice. Lord Robert Cecil was similarly applauded when he urged the necessity for immediately deciding the questions at issue. Dr. Nansen supported Mr. Branting. Each member of the Council is entitled to nominate jurists for the commission, which will report at the December meeting.

EARLIER CABLES.

M. POINCARE ON FRENCH DETERMINATION.

FRENCH PROGRAMME UNALTERABLE.

PARIS, October 7th.
M. Poincaré made two speeches to-day, composed some time ago, consequently they did not refer to Lord Curzon's statement. Speaking at Ligny-en-Barrois he declared that France was not responsible for the German Cabinet crisis. Whoever controlled Germany's destinies to-morrow, France would continue to demand permanent guarantees and security and the total of her reparations. France would be ready to listen to definite proposals when she observed on the spot that passive resistance had ceased, and the deliveries due were arriving regularly. As it was to Germany's interest that the Ruhr industries should not be paralysed, she was bound finally to come to a settlement. He did not believe any more than Mr. Baldwin that there was between the French and British viewpoints an unbridgeable gulf. The French programme was unalterable, but it counted for much that friendly and frank conversations such as he recently had with Mr. Baldwin should be renewable occasionally to tighten the ties of the Entente.

However important the reparations question was, it was not the only question with which Britain and France had to deal in common. Only recently by loyal co-operation in the Conference of Ambassadors and the League of Nations the two Allies had contributed to allay conflicts which might have disturbed the peace of Europe. He hoped with regard to a settlement of the compensation for France and the liquidation of inter-Allied debts, the good intentions might soon be translated into successful realities. If France did not relax her firmness, she would obtain the satisfaction to which she was entitled.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TIBETAN FORCES INVADE CHINESE TERRITORY.

SHANGHAI, October 8th.
Related news from Chengtu states that Tibetan forces crossed the frontier on September 21st, advancing into Chinese territory. They expelled the Chinese from the border districts to the south-west of Batang.

RUSSO-JAPANESE DISCUSSIONS.

MOSCOW, October 7th.
It is announced that Japan has expressed her readiness to resume on October 20th the negotiations with Soviet Russia broken off at the beginning of August.

A GREEDY RICKSHA PULLER. LIBERAL PAYMENT BUT WANTED MORE.

Mr. Reginald Cyril Hunter, of Messrs. Lane, Crawford, Ltd., residing at the King Edward Hotel, charged a ricksha puller at the Magistracy, with demanding more than his legal fare.

The defendant pleaded that on the completion of a journey from West Point to the King Edward Hotel, the complainant offered him ten cents. He asked for more and the complainant offered him a further 20 cents, which was quite satisfactory.

Giving evidence, Mr. Hunter said that he engaged the ricksha on the previous night at 11.25 p.m. just near the West Point, King's Works. On arriving at the King Edward Hotel, where he resided, he gave the defendant 20 cents, taking into consideration the lateness of the hour. The ricksha puller immediately turned round and asked for more money and started swearing.

Asked by his Worship (Mr. Melbourne) if he was sure he paid him the 20 cents in the first place and not 10 cents first and 20 cents later, Mr. Hunter reiterated his statement that he gave him 20 cents in the first place. Complainant said he had no desire to press the case, but he thought it should be impressed on these ricksha pullers that they could not do this sort of thing with impunity. It had, to his own knowledge, happened several times in the neighbourhood of the Hotel.

The defendant, in reply to the Magistrate, denied using abusive language. The Magistrate found the case proved and imposed a fine of \$2 with the alternative of five days' imprisonment and cautioned the defendant.

A BAD CASE OF CRUELTY. PIG'S LEGS CUT TO PIECES.

A case of cruelty to two pigs was yesterday described by Mr. C. D. Melbourne, at the Magistracy, as a "very bad case indeed." The defendant was an old Chinese farmer, named Fan Chik, and when he was arrested by the police in Hung Hom he was carrying the two animals in separate crates. The legs of the animals protruded through the meshes of the crates and according to Sergeant Terry, when he examined them "their legs were cut to pieces."

His Worship imposed a fine of \$10.

FOREIGN BILL OF EXCHANGE DISPUTE.

GOODS ALLEGED TO BE NOT UP TO SAMPLE.

AT H. M. Supreme Court at Shanghai last week before His Honour, Sir Skinner Turner, application was made for the hearing of a case wherein Messrs. Armitage Rigby and Co., Ltd., of Manchester, claimed from Messrs. James McMullen and Co. (Shanghai, Ltd.) the amount of \$245.10, being balance due on a foreign Bill of Exchange for £1,201.10.11.

The Bill, says the *Mercury* report, was drawn by plaintiffs in Manchester in January of this year, and payable to the order of the Hongkong and Shanghai Bank 120 days after sight. The Bill was presented to defendants on February 15th and was duly accepted by them, but when presented to the bank was dishonoured except in regard to \$240.10.11, which had been paid on same.

THE GREAT EARTHQUAKE IN JAPAN.

LATEST NEWS BY MAIL.

The following extracts are made from the latest copies of the *Japan Chronicle* to hand:

THE YOKOHAMA DEAD.

BRITISH EMBASSY ADDITIONS.

In a list of foreigners killed in the earthquake in Yokohama, sent by the British Embassy, the following names additional to those already published appear:—Mr. R. J. Ackland, Mr. Raymond Arias, Mr. Julius C. D'Arquino, Mr. A. Duncun, Mr. Ensign, Mr. H. L. Hewa, Mr. Johnson (U.S. Navy Pensioner), Mrs. A. E. Mandell and son, Mrs. Madden, Mr. Murphy, Mr. G. Mahitani, Mrs. Minnie Robinson, Miss Schreff, Miss Simmonds, and Mr. Silva.

The list is certified by the Rev. E. M. Strong, chaplain of the Anglican and American Episcopal Church in Yokohama.

TOKYO BANK LOSSES.

The financial authorities state that the losses sustained by banks in Tokyo and Yokohama through the earthquake are enormous, and as a result the standing of some of the banks has been shaken. The authorities expect to carry out a complete investigation, taking steps to liquidate all those whose financial standing or existence are in jeopardy.

According to the Finance Department in the earthquake there were 542 banks, head and branch offices included in Tokyo-tu. Of these 343 have been burnt down, excepting one that nearly collapsed, which is the Musashino Bank in Tamachi, Ichigaya, Ushigome-ku. No authentic figures as to the bank losses are obtainable, but they are expected to run up to a big sum. One hundred and ninety-nine out of 542 banks (including branches) remain. Nevertheless it is stated that 223 resumed business on the 15th September.

RAILWAY LOSSES.

The damages caused by the earthquake and fire to railways are roughly estimated at ¥100,000,000. The report published by the Department on the 24th September gave details except the cost:—Administration Buildings:—The Department, Hospital, Trading School, Clothing Factory, Wood Sawing Factory, Printing Office, Tokyo Improvement Office, No. 1 and 2, Tokyo Construction Office, Tokyo Traffic Office, Line Preservation Office, Electric Power Office, Shinjogawa Electric Office, Transforming Office.

Stations:—Yenjo, Ryogoku, Akabara, Sumidagawa, Shimobashi, Yuraku-hara, Hamamatsuchō, Yokohama, Sakuragicho, Higashi-Yokohama, Yokohama Port, Takashima, Shiodoma, Kanda, Manseibashi, Ochanō Mizu, Suidobashi, Hida-machi.

Warehouses and Factories:—These are ten, including smaller ones demolished, total twenty.

Rolling Stock:—Tank Locomotives 12, Tender Locomotives 21, Baggage Passenger Cars 300, Four-Wheel Passenger Cars 116, Electric Locomotives 20, Electric Cars 11, Freight Cars 502.

Lines:—Tokaido, Yokosuka, Yokohama, Atami, Sōbu, Jōban, Tōhoku Main-Central, Yamanote, Awa.

The average revenue per day on all these lines was ¥1,500,000 before the earthquake. Now it has fallen off to ¥300,000. Free freight for relief stores and half rate for necessary commodities involve a loss of thirty million yen.

MILITARY LOSSES.

Nothing is yet definitely ascertained as to the losses suffered by the Army through the earthquake, but according to experts that the greatest damage of the shock has been done to the Military Arsenal, valued at ¥50,000,000, containing the Military Arsenal ¥75,000,000, the Provisional Department ¥15,000,000, the Medical Store ¥10,000,000, and the Third Infantry Regiment, the fortress, and others, ¥20,000,000.

It is singular that the *Asahi*, from which this is quoted, says nothing about the Military Clothing Store, where so many lost their lives.

Still more strange is the continued lack of any statement on naval losses.

TRAMWAY DESTRUCTION.

According to a statement of the Account and Supply Commissioner of the Tokyo City Tramways, casualties among the employees of the service number two hundred. Of the nineteen hundred cars eight hundred and fifty were burnt, parts of which may be used in repair work. Wooden and iron bridges over which the cars have fallen in large numbers. Damage to the rails is comparatively small. Of the fifteen transforming substations five have been destroyed. Twenty-two thousand kilowatts used to be supplied before the earthquake, but now only one-fourth is available, while another quarter may be provided by immediate repairs. The car-sheds and factories have been burnt down for the most part. The total losses represent a value of ¥40,000,000 to ¥60,000,000. At present traffic has been restored over about sixty of the two hundred miles.

As for Yokohama, the authorities put the loss by destruction of tramways at ¥10,000,000. Out of 120 cars 100 have been destroyed. The ground has subsided in many places under the rails, which literally snapped in two, showing how severe the shocks were. The loss of life among the employees was very small.

DESTRUCTION OF SUGAR STOCKS AND REFINERIES.

Stocks of sugar which were burned in warehouses at Tokyo and Yokohama at the time of the disaster are put at a million bags. The *Meiji Sugar Company's* mills at Kawasaki and the *Nissan* mills at Onagawa were destroyed. The former had a daily capacity of 100 tons, the latter 50 tons. The *Daisho* mills, close by the *Nissan*, will take four months to put into working order. The earthquake has removed the possibility of an over-supply, which was expected to amount to 800,000 bags for the year. Java and other sugar is waiting for the restoration of traffic to be sent up to the children areas.

LOSSES TO SCHOLARSHIP.

Mention had been made of the losses to scholarship resulting from the fires in Tokyo and Yokohama. In Tokyo, we believe, nearly all the great libraries were saved, though many precious prints and rare volumes must have been destroyed. We have already referred to the loss of the stock of the Asiatic Society's Transactions, and with them has gone the first volume of *Murdoch's History of Japan*.

We have mentioned the private libraries of the United Club, Dr. de Becker, and Dr. Munro that have been consumed. In a private letter, Dr. Munro writes:

I have lost everything but the books I had brought here and these instruments I am using. My library of over three thousand volumes has gone in Yokohama, with about five hundred negatives and photographs of anthropological work, all my notes of work in the field for three years, and all manuscripts relating to that work for fifteen years. No more Ann book or work on the stone age in Japan. I reckon that fifty thousand yen (including my salary) has gone where neither moth nor rust corrupt. Yet I feel that my loss is as nothing in the general disaster.

INSURANCE PROBLEM: A NEW POINT.

The Japan Lawyers' Association met at its Club in Tokyo, on the 22nd September, and discussed the subject of the payment of insurance money by fire insurance companies. They came to the decision that the companies are legally bound to pay the insurance money. The decision stated that with the exception of the cases of Articles 223 and 224 of the Commercial Code, Article 413 of the Law stipulated that insurance companies were bound to indemnify losses suffered by insureds regardless of the origin of fire, and that the articles in the companies' contracts stipulating their irresponsibility for fires originating from earthquake are therefore void. The Association's committee have been busy since the 22nd, visiting the Department of Justice.

If this is good law, it is rather remarkable that it should have waited till now to be pointed out. It is a tremendously important point, however.

BUILDING FOR QUAKES.

LEARNING THE LESSONS OF TOKYO AND YOKOHAMA.

After the tragedy at Tokyo and Yokohama one would have imagined that experts from all over the world would have hastened to examine the ruins in order to discover whether it was possible to construct buildings proof against destruction in a really severe shock. Little has been done hitherto, but a committee appointed by the Department of Finance at Tokyo met on the 17th September and arranged for an inspection of the ruins by six parties of experts and others. Their field work was to continue for three days. This committee is chiefly concerned in recommending to the Government the best type of building to be erected in place of the Government offices destroyed. As far as we have heard, no general investigation of the problem of building against earthquakes has been undertaken. It is not stated whether any foreign engineers are being consulted by the Department of Finance. Their advice ought to be of some value in view of their wide experience in concrete and steel structures. Some of the buildings that stood in Tokyo were erected under the supervision of foreign architects.

From both laymen and experts one hears a variety of opinions. Some think that the greatest weakness of the shock has been done to the Military Arsenal, valued at ¥50,000,000, containing the Military Arsenal ¥75,000,000, the Provisional Department ¥15,000,000, the Medical Store ¥10,000,000, and the Third Infantry Regiment, the fortress, and others, ¥20,000,000.

These problems, as well as those of general town-planning with a view to the possibility of like catastrophes, are so intricate and important that the unknown look to those responsible to get the very best opinion that can be had.

PEOPLE IN YOKOHAMA.

In regard to the number of people left in Yokohama, reports differ extremely. The population of Yokohama when the census was taken in 1920 was 422,942 and it is improbable that it has since increased considering the dulness of industry since that time. Returning refugees make varying reports as to the number killed, some putting it at 100,000 and others at 50,000. Those who have already abandoned the city are given as 200,000, and those remaining at 100,000 to 150,000. It seems doubtful whether so many as 200,000 have left the city, although, of course, means of leaving the city otherwise than by water exist for the strong and healthy. Possibly a large number have gone to Tokyo, to join relatives and friends in houses still standing. Others have no doubt reached the railway at some points and gone back to their native places or joined relatives elsewhere. There seems to be great difficulty in getting the people on to the ships. The *Yokohama Herald* reports that it had gathered all the people who were willing to leave, but Japanese boats arriving since then have brought in additional thousands. Some of the people are no doubt clinging to the remains of their houses in the vain hope that something will turn up which will enable them to make their living on the spot where they have lived all their lives; others are probably too dazed at the misfortune that has overtaken them to be able to make any effort to get away. However, it is evident that it will be a long time before it will be able to support a population of 100,000 or even 50,000. In fact, a population of a few thousand seems about as many as Yokohama can support for some months to come, and it will do no good to the people or the country for the surplus to live on charity indefinitely.

PROGRESS IN YOKOHAMA.

Mr. W. D. Cameron writing from Tokyo on September 18th:—

We landed (from Kobe) this morning shortly after seven and an aged ricksha-man took me through the ruins of Yokohama to visit the ruins of the station for the interior sum of ¥1.30. Large bodies of soldiers were to be seen cleaning up the place and the talk of Yokohama being an abandoned ruin is quite untrue. Trains between Yokohama and Tokyo are running frequently. True, the majority of the trains are composed of open freight trucks, but they get you there and there is no charge whatever. The crowding is terrible. At Shinjogawa we changed to the Yamato electric line which is normal, even to the crowds. From Shinjogawa I walked to my place at Higashi-Nakano, where "business as usual" is the slogan. My house is damaged but the electric lights are on. Prices have not advanced one sen and people are optimistic and carrying on as if nothing had occurred. I expect to be here several days attending to business and other matters.

The faithfulness of Japanese servants throughout all phases of the recent catastrophe has been most amply demonstrated. Many gave up their lives in saving or attempting to save children in their charge. After a long absence I found my servants here protecting the house and standing by just as if nothing had happened. The average Japanese, individually too, has been wonderful and I shall never forget the courtesy and consideration shown by Japanese in the many adventures which have befallen us since that awful first of September. Let us not forget these things when we are critical of Japanese officialdom.

KOBE HARBOUR CONGESTED.

THE PROBLEM OF YOKOHAMA GOODS.

With the discharge of Yokohama goods at Kobe, arrival of relief ships, and the going to and fro of many vessels between here and Yokohama, the harbour presents a very busy appearance just now. A report published in the *Mainichi* speaks of the chief trouble being caused by the stevedores having sold their lighters some time ago. No doubt if they could have foreseen the earthquake they would have kept some that they did dispose of because they were eating their heads off, but that is not the main source of congestion. The Customs authorities are giving every possible facility for landing, but the arrangements made for the disposal of the goods landed would appear to be somewhat lacking in suitability for the need. Yokohama cargo, for instance, is not being landed at the Customs wharves, which are reserved for Kobe cargo. It is useless to keep the two well apart, but the immediate haulage of the Yokohama goods to godown which is being done irrespective of what the goods are, will presently cause a deadlock. All the private compounds are now filled, and cargo is being carted to godowns in the Settlement, at Ono, Hyogo, and Kawasaki, and some is even taken to Osaka—all of course, at the consignees' expense. Very soon the godowns will be choked full, and it will become very difficult to carry on with the business of the port.

The Customs authorities are granting landing agents permits for using godowns as though they were Customs sheds—that is, enabling them to deposit their goods there without the payment of duty. It would assist if consignees took delivery of Yokohama cargo as quickly as possible, but there are naturally many difficulties in the way of that, and congestion can hardly be avoided. There is a pretty obvious remedy at hand, however. At the north end of the Customs piers are large open spaces where mountains of goods accumulated during the boom. There is no reason why these spaces should not be used again. At present ships' plates, iron rails, rosin, and all sorts of goods that a little rain would do no harm to in the world are being put under cover in expensive godowns, having already had their cost increased considerably by haulage. Such goods could be piled in the open at the north ends of the piers, and properly guarded. This would greatly relieve the godown congestion.

CARGO IN PORT.

Some interesting figures may be given of the position in the harbour as it stood yesterday (September 22nd) the following showing the goods that the different landing companies had in lighter and the goods that were awaiting the attention of each for discharge.

	In Lighter	Awaiting Discharge
Toshiba Soko	8,600	24,000
Nickel and Lyons	9,000	10,000
Mitsubishi Soko	10,000	20,000
Kanagawa	10,000	5,000
Helm Bros	3,600	6,000
Total	40,000	65,000

While it is true that the stevedores might advantageously (at the moment) have more lighters, it is equally true that they would find their work greatly facilitated if there were a handy place, like that suggested at the north ends of the Customs piers, for the dumping of outdoor goods. The congestion will be very critical during the next few days, unless some such relief offers, since the cargo expected to arrive by Sunday next totals 225,000 tons, including that for Yokohama which will be landed here. The Customs sheds would themselves show a fuller efficiency also if the relief stores, rushed up with more enthusiasm than knowledge of the immediate need, were transferred from the Customs sheds, where they are in the way, to a place where they would be less liable to be eaten by rats. The holding over of 40,000 tons of cargo in lighters means the loss of ¥6,000 to ¥8,000 per day, and the paralysis from this cause is progressive. The remedy, however, if adopted at once seems fairly simple. It will not solve every difficulty, but it will make work possible.

FOREIGN TRADE OUTLOOK.

FAVOURABLE TURN NOW IMPOSSIBLE.

The improvement in foreign trade looked forward to for the latter half-year must be given up as a hope impossible of realization, says the *Kobe Shimbun*. The earthquake has not only dealt a heavy blow to the raw silk export, but makes it imperative for Japan to import materials for reconstruction purposes in enormous quantities. In August, during the last two days there was an export excess of two million yen over imports, while up to that time the trade was against Japan by ¥430,000,000 to ¥422,000,000, or ¥1,000,000,000 above the corresponding period of last year. Now a falling off in the exports is to be expected not only in raw silk, but also in other important items produced in the Kwantō districts, where people are too busy helping the sufferers to go on with their business on a normal scale. In consequence the output must decline. Nor is it wise to be too sure of the interest the United States takes in Japanese raw silk now that necessary equipment at Yokohama for inspection, warehousing and other important concerns have been destroyed. The chances are that goods exported under such conditions may diminish Japan's reputation in some cases, and lead to disputes in others. It is doubtful if Japanese silk will maintain its price level on the American market for long. On the other hand, optimists take their ground on the keen interest taken by the Government. They are of opinion that the help promised by the Government will go far towards improving the situation. They quote as a good sign the volume of business effected by Kobe exporters.

SLANDERS IN JAPANESE PAPERS.

THRUSTING JAPANESE OFF FOREIGN SHIPS.

Some time ago we dealt with the case of the *Kobe Tanshin Nippon* and its gratuitous inventions about the thrusting of Japanese off from the foreign ships in Yokohama at the time of the earthquake. We now find the *Tokyo Nichi Nichi*, the "sister paper" of the *Osaka Mainichi*, indulging in the same anti-foreign slander. Under the heading, "Atrocious British Merchant Ship Thrusting Revolvers before Japanese and Pushing them off," it presents to its ignorant readers an unscrupulous falsehood which it committed a "heartless act" during the earthquake.

"As who was scheduled to leave Yokohama on September 1st at noon, there was a large crowd of people on the pier to bid farewell to the Japanese and foreign passengers. When the severe earthquake shock came, those on the pier fell into the sea and struggled to get on board the ship by her ladders, crying for help. The crew only allowed about a dozen of their companions to come on board. Threatening the Japanese with their pistols, they drove them off, and immediately sailed for their destination."

There was a British Consul once who put it on record that seeing a thing in a Japanese newspaper was no reason whatever for believing it. The slanderer who wrote the above story did not even trouble to attach it to facts. It was a good many days before the *Empress of Australia* was able to sail, and then it was not to her scheduled destination but to Kobe, whence she brought back, among other things, a hundred and two of the countrymen of the *Nichi Nichi* writer who had somehow dodged the pistols and got on board. Nor were these all. Many hundreds of other Japanese were saved by the *Empress* and transferred to Japanese ships in the harbour, of which there were a considerable number whose activity in saving life was to put it mildly, not conspicuous. The *Nichi Nichi* does not explain why the crew only allowed a dozen of their own perishing countrymen to climb on board before sailing for Vancouver; presumably it was simply a further exhibition of hardness of heart. It does not explain either how not a Japanese tug would come near, when the ship with the crowd of Japanese and others on board was in imminent danger of being burnt, in order to tow her to a place of safety; nor does it mention how the crew worked day and night in order to increase the safety and comfort of the Japanese and other refugees on board.

Nothing but unadulterated malice can have inspired this outrageous attack, and we do not suppose from such a paper as this, which pretenses to supply the foreign community with "news" in its English, even so much acknowledgment of its ill-conduct can be elicited as the *Yokohama Nippon* had the decency to make.

Abominable stories like this might well be regarded as calculated to stir up such feelings as would "disquiet the public mind," yet here is the third occasion on which such lies have been told without any rebuke from the authorities; while, when the *Chronicle* quotes from a Shanghai paper a bit of wild sensationalism in order to show how ridiculous it is, the sole of the issue containing the quotation and criticism is suppressed on the ground that it disquiets the public mind. The Japanese Press, while every nation is showing its sympathy and expressing its faith in Japan, employs itself in a campaign of hatred against men who saved thousands of their countrymen from a terrible death. Such is the idea of decency. And the *Tokyo Nichi Nichi* was supposed to rank among the best.

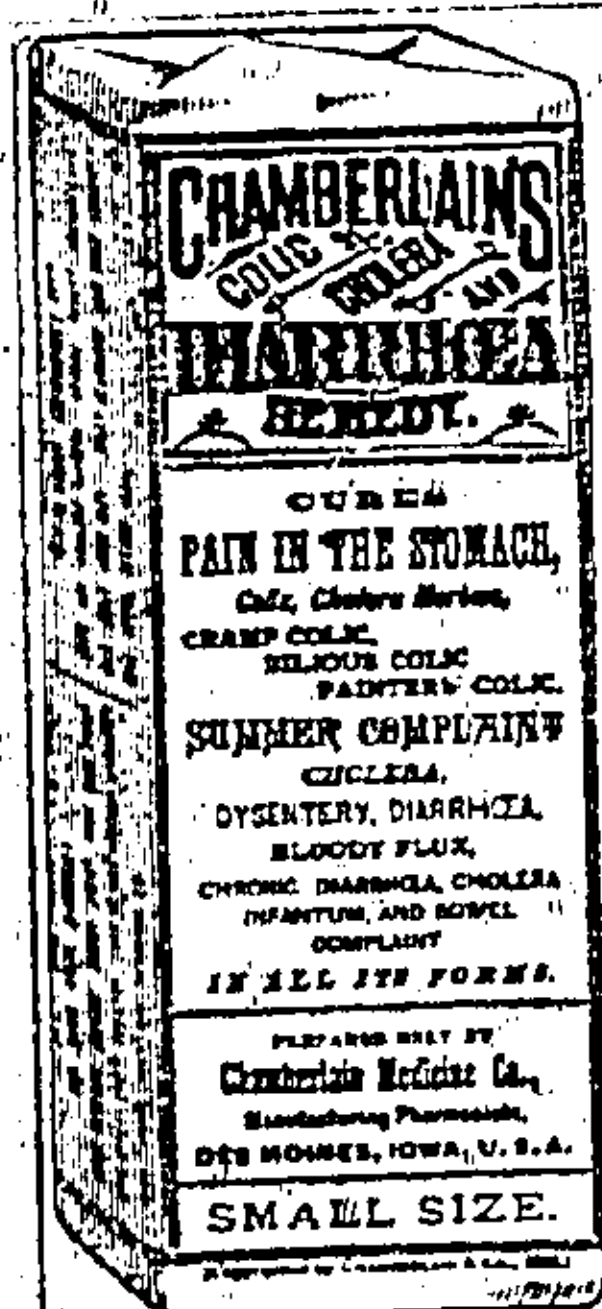
EGGS TEN MILLION YEARS OLD.

The third Asiatic expedition of the American Museum of Natural History returned to Peking from the Mongolian plains on Sept. 25th. The expedition announced the discovery of fossilized dinosaur eggs from five to six inches long. The eggs are said to be probably ten million years old. This is the first time it is known that the dinosaurs laid eggs. Nine tons of fossils were collected by the expedition to be shipped to America. It is said Mongolia contains the largest fossil beds known.

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ON GETTING UP

Of all habitual human activities getting up in the morning, though not unwept, is probably the most unhonoured and unloved. Perhaps the general reticence about it is due, as the psycho-analysts would say, to an inhibition which makes us try to banish from consciousness a subject which is painful to us. But banished it daily returns to be. "All fault recommence change our" is an inexorable law of life, which demands for its fulfilment a preliminary getting up and getting up. The sluggard's cry for "a little more, and how much it is" as he seeks yet another folding of the hands to sleep, soon turns to the bitter wail of "The little less, and what world away" as he misses the morning train, and with it, in the good children's and a book, an important appointment and a fortune. The daily joys and sorrows, hopes and fears, anticipations and disappointments, have their common start in getting up, a start whose influence notoriously colours the whole day's course. The operation has its intrinsic importance too. For many it is no doubt a necessary evil, to be rushed through at breakfast speed, at whatever sacrifice of the physical and mental. But there are those who find it a process which is undesirable, or even impossible, to hurry, who spend on the daily performance of preparing for the day anything from half an hour to a tenth of their waking hours. To such getting up is something of a ritual. Plied by their sweeter and more superficial fellows, not even prepared themselves to say that the merely visible result is worth the time and effort they have their reward. They know the worth of that calm hour of unhasting, untroubled preparation for another day, when the mind, fresh from the night's rest, hovers over the earth by actions which have by habit become automatic, floats serenely above the problems which seemed impassable barriers the night before.

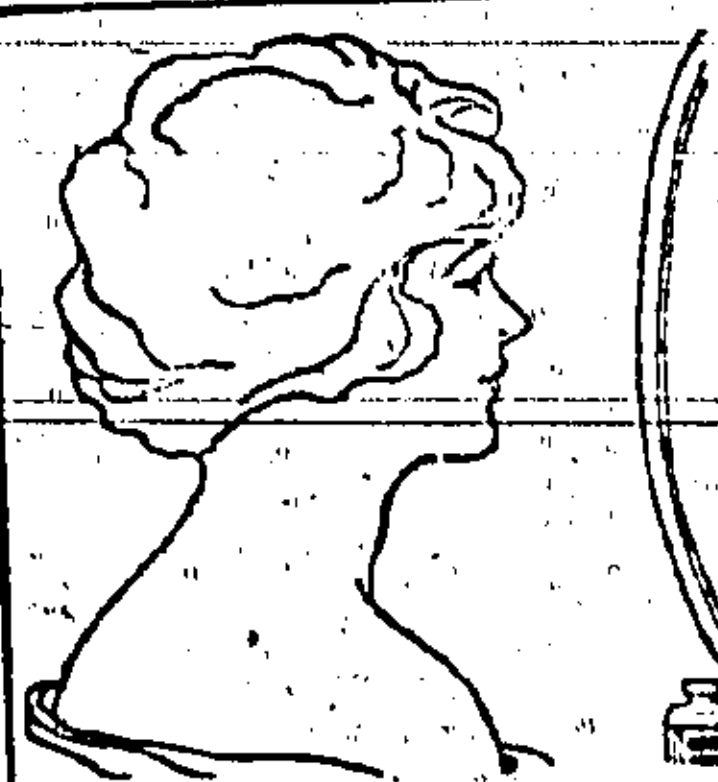
But it is perhaps as a field for the exercise of certain primary virtues that getting up has its highest value. It is a process which, unlike other habit actions, never seems to become easier by repetition. Wholly admirable and virtuous men and women will confess that even in winter, colder days they find it just as hard to drag themselves from their beds as when they were young, hale, and innocent of the idea of deliberate moral effort. Here, then, if anywhere, is the opportunity for the practice of an iron self-control. It was a well-known Oxford disciplinarian who expounded an unruly generation of undergraduates to "pile on character" by leaping lightly from their beds at the appointed hour. The traditional height of attainment in this line is, of course, to "rise with the lark." Once risen, however, the good get-up has not exhausted his stock of moral opportunity. It is a commonplace that those who rise betimes are prone to wrap themselves in a mantle of conscious virtue for the rest of the day, taking no trouble to hide from their weaker brethren the low esteem in which they hold them. Here, indeed, is the occasion for a display of virtue which is almost more than human, that the man who rises early and well should nevertheless move among his fellows with modesty and humble heart, resolved not to betray by so much as the lifting of an eyebrow his consciousness that he is not as other men.—Times.

BABY PEGGY

Old-fashioned moralists were fond of expounding the doctrine of a justly-balanced scheme of rewards and punishments. The material prosperity of the City merchant, exemplified by the house on Clapham-common and its ancillary carriage and pair, was accepted as the recognition by Providence of an upright life. It certainly was a convenient doctrine, and not least so when the well-rewarded considered his duty to the ill-rewarded. To be sure he did his duty handsomely, but with the glow that is kindled by the performance of a voluntary work of supererogation. The reward of public service has always been differently assessed. To speak for the Commons or Engage in Parliament was honour enough of itself. So also the salary of a Prime Minister would be poor index of his worth if we reckoned such things in pounds, shillings, and pence. Yet the fact remains that as a man is able to command a large income, so the rest of us tend to think highly of him. It is not unknown for a man to receive large payments from B chiefly because he is known to be highly paid by A. Nothing, however, in this connection is more remarkable than the extent to which, in recent years, the sums paid to public performers have been enlarged. At one time the popular comedian outdid all others. By hard economic test he was worth what he was paid because he filled the value. Moreover, since rarity increases value, the real comedian, who is one of the rarest things this world affords, prospered accordingly. The capacity to pay was present in the public, the capacity to pay was present in the performer, however, an almost boundless capacity to pay was tapped. The same film could be shown simultaneously in every city and village from China to Peru. All old ideas of payment were swept away when a performer could draw spectators into a thousand theatres a night instead of one. So we came by our picture-plutocrats—our Chaplins, Pickfords, and the rest. "Monstrous," says the hard-bitten, ill-paid philosopher. It may be, but, for all that, if ever prosperity was directly traceable to the hand of Providence it is so in the reward of the cinema star. If he has but the mystic quality that is valued above rubles he needs no other industry, intelligence, wit, learning! What are these? Baby Peggy, of Los Angeles, aged 31 years, has, by her next friend, entered into a five-year contract to perform before the camera. Her total remuneration is to be \$1,000,000.—Daily Telegraph.

Manikind lives on a second-rate satellite of a fourth-rate and moribund star.—Prof. V. H. Mottman.

The rich men of to-day are a better class of people than were the rich men of any preceding age.—Dr. Frank Crane.

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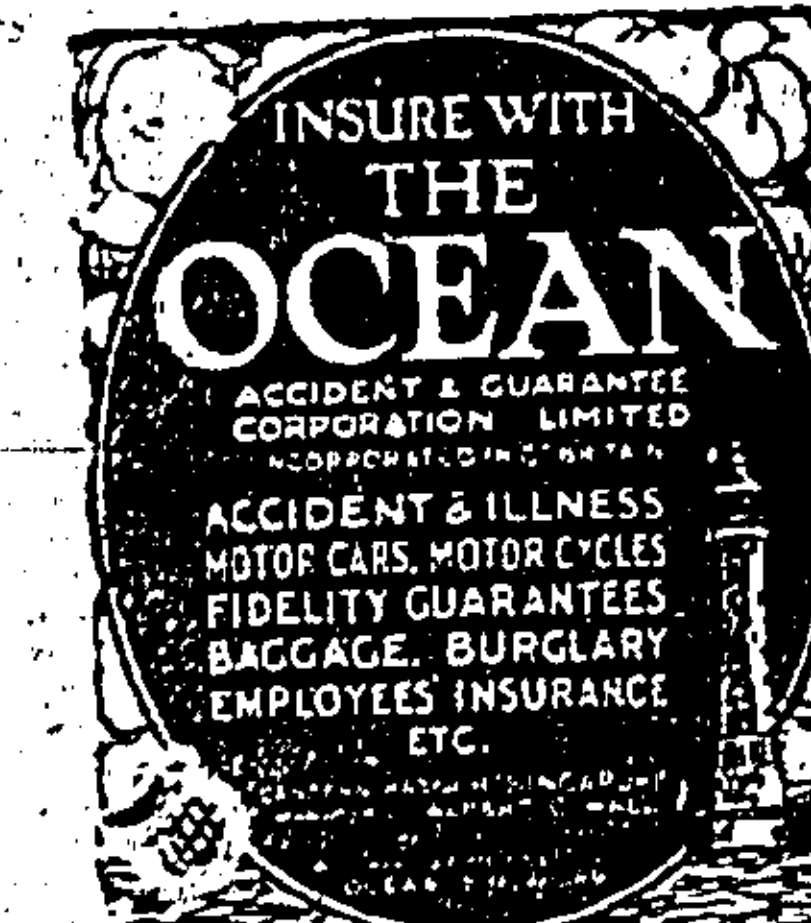
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Dr. Gustav Stresemann has long been a candidate for the office of German Chancellor, though it is more than doubtful whether he ever imagined himself accepting it in such difficult circumstances. He has not reached his eminence in political affairs at the best time in their history without making enemies. He has them in both camps—among the irreconcilables of the Nationalists and the Communists. The former not long ago began openly to threaten him with the fate of Erzberger if he should further lend his influence to a settlement by understandings. They did not influence him one hair's breadth. The Communists are threatening him to-day, but their threats have not affected his prospective programme.

A READY WIT.

Of other useful qualities the new Chancellor brings with him to smooth the rough path of his new office, there may be mentioned originally, clarity, and energy. It might be expected that one who was so little inclined to be influenced by tradition must set up and justify some other standard. Originality has always been the distinctive feature of Dr. Stresemann's career. In his early days, when he was campaigning for the National Liberal Party in Saxony, he nearly wrecked his chances at the outset. He said he would "not step out of the pattern," as the other members of the party complained. His readiness to voice new ideas, and even to commit his party to it were then strange and intolerable to German politics. They are strange to-day, because few German politicians have the elasticity to embrace them, but they are not intolerable—many speakers envy Dr. Stresemann his readiness of retort. The verbal rapier is not a weapon suitable to heavy German temperament, but when it comes to an exchange of wit, Dr. Stresemann wields a very lively "Schlager," as his opponents have good reason to know. To his qualities as an original speaker Dr. Stresemann adds the gift of clarity. His speeches and articles have been voluminous, and they leave no doubt as to where he stands. He has the gift of presenting his ideas in an orderly manner that greatly adds to their intrinsic value—due perhaps to his long training as an industrial organizer.

MUCH CRITICISM.

Such a personality does not move in German political life without criticism, and it has never been gentle or sparing in his case. Success did not spoil him—it was not allowed to. Since the days when he took a hand in the struggle to bring down Herr von Bethmann Hollweg in the war, his opponents have accused him of being a thruster, a self-seeker, and a trimmer. Political life in Germany and especially in Berlin, does not, as a rule, skirt the dress from its epithets, and had plenty for Dr. Stresemann, even before the war, when he represented the Left Wing of the National Liberals. He was a great deal too liberal for the liking of a good many of his associates. It has been his fate to have every stand-point he has ever adopted criticized and analysed with an almost metaphysical scrutiny. He is in principle a monarchist, but would not have the monarchy retained unless by the constitutional consent of the German people. "This did not prevent him on a famous occasion from lending on behalf of his party, a highly coloured telegram to the ex-Kaiser at Doorn. The new Chancellor will not lack good wishes in the task he has undertaken, though whether they will be transformed into physical support when the struggle comes must remain to be seen. Dr. Stresemann was born on May 10th, 1878, in Berlin. He studied history and political economy at the Universities at Berlin and Leipzig, and devoted the next few years of his life to organizing industry. He founded the Union of Saxon Industrialists and was for some time associated with the National Liberal Party and was first returned to the Reichstag in 1907. With a brief interval, 1912-14 his Parliamentary career has been unbroken. On the death of Bassermann in 1917 he became leader of the party. During the war he pursued a strong line, and it was when these hopes had fallen to the ground after the defeat and the outbreak of the Revolution, he resisted the temptation to go over with his party to the Democrats, and so the German People's Party came into being. Under his leadership it has become perhaps the most serious force in German political life, largely by its association with the great industrialists, in late years his personality has had the effect of somewhat dividing it so that there is now a right or Stinnes, wing, and a left or Stresemann, wing. In the present crisis, however, the tendency seems towards cohesion.

LONGER HOURS FOR CIVIL SERVANTS.

Extensive economies in the Civil service to be effected by scrapping needless routine duties are suggested by the Committee on the salaries of State Servants. The report states: "We are full of respect for the work of Civil Servants, but, as a business in which the pay-roll has increased in nine years by £44,000,000, there must be great economies of unnecessary work. In private business, this deck cargo of duties which have become unnecessary, as thrown overboard when it becomes too heavy, or otherwise upon it. Our public business is so huge that no one except Parliament can order reforms and until Parliament gives the word, duties which need never have been imposed or which have long since lost their value employ a staff who still have to be paid." Longer hours for Civil servants employed on routine and clerical work and the recruitment of young women on lower rates of pay than men are among the recommendations made by the Committee.

The High Chief of Ruler of the Independent Order of Rechabites, at the opening of the High Movable Conference in Bristol on August 28th, said prohibition was distasteful and he looked forward to the rising generation saving the nation from the curse of drink in less than twenty years.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are held in the Great Northern Telegraph Company's office at Hongkong:

Address	Face
Tanykon Apenoto	Osaka
Julia Hatch	Peking
Tsuehshu-hi Kato, Harumaru	Kobe
Yuen	Kobe
Mitsugawaseji, Harumaru	Kobe
Yuen	Kobe
Bonari	Hamburg
Servante	Kobe
Loi College Marie	Kobe
Wangminfen, c/o Singkong Co.	Kobe
Takfu Street	Kobe
Suleung, Yuwoocoy, Soohong	Shanghai
Chenohungchang, Great Eastern	Shanghai
Hotel	Shanghai
Wongkokfung, Sunhinghong	Shanghai
Chenohungchang, c/o Chuang	Shanghai
Road Central	Shanghai
Chenohungchang, c/o Chuantongchuan	Shanghai
214, Queen's Road Central	Shanghai
Kinsoon	Kobe
Kwongfat	Wuhu
Mingone cong	Kobe
Yuen	Shanghai
Wongpoo Malada	Shanghai
Wofatlung	Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

Address	Face
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1832/3rd	Gill	Fam. kok
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77/2nd	Hillocas	London
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1841/3rd	Mibouyoko	Udren
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139/1st	Newman	Shanghai
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20167/38th	Schabeck	Wettervreden
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2132/29th	Walter Ganz, Station	Hotel, Kowloon, Manila
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SHIPPING NEWS

ARRIVALS

October 7th.

Agapenor, British str., 4,738 tons, Capt. J. Ramsay, from Shanghai and Foochow, with a general cargo, lying at Admiralty buoy No. 2-B & S.

Pi Tai, Chinese str., 481 tons, Capt. J. A. de Lemos, from Kwangchow and Macao, with a general cargo, lying at Douglas wharf—Kwang-O S.S. Co.

Sanku Maru, Japanese str., 1,508 tons, Capt. I. Furukawa, from Milke, with coal, lying at Quarry Bay—M.B.K.

Yongfa, Chinese str., from Hongkong, lying at Ping O wharf.

Yue Yang, British str., 810 tons, Capt. Wm. Ross, from Hoihow, with a general cargo, lying at Stonecutters—Cheong Fat & Co.

Yu Sang, British str., from Canton, lying at buoy No. C37.

October 8th.

Chipping, British str., 1,189 tons, Capt. H. W. Chandler, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C33—J. M. & Co.

Gorjulan, British str., 2,616 tons, Capt. W. Adams, from Rangoon and Singapore, with a general cargo, lying at buoy No. B12—Kuen Sang.

Lehai, British str., 1,055 tons, Capt. J. D. Fraser, from Newchwang, with a general cargo, lying at buoy No. C16—B. & S.

Luchow, British str., 1,221 tons, Capt. H. Howe, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.

Mosby, Norwegian str., 3,391 tons, Capt. E. Christensen, from Singapore and Haiphong, with a general cargo, lying at Kowloon wharf—Dunlop & Co.

Norfolk, British str., 512 tons, Capt. J. H. van den Berg, from Haiphong, with a general cargo, lying at buoy C36—Yik Tai S.S. Co.

President Taft, American str., 8,415 tons, Capt. J. Moreno, from Manila, with a general cargo, lying at Kowloon wharf—P.M.S.S. Co.

Sekia Maru, Japanese str., 718 tons, Capt. T. Nakamura, from Tamsui, with coal, lying at buoy No. C47—Y.K.K.

Yingchow, British str., from Canton, lying at buoy No. B9.

CLEARANCES

October 7th.

Agapenor, for Singapore.

Chipping, for Manila.

Yue Yang, for Canton.

Yongfa, for K. C. Wan.

PASSENGERS

ARRIVALS.

Per s.s. Chipping, on October 8th: Mr. C. Mason.

Per s.s. President Taft, on October 8th, from Manila: Mr. E. Allen, Mr. Chas. Baband, Mrs. W. S. Carter, Mr. G. Vallon, Mr. S. J. G. Hill, Miss E. Jacobs, Miss L. Keith, Major and Mrs. C. T. Richardson, Mrs. C. H. Sleeper, Mrs. L. Wood, Miss L. Wood, For Honolulu: Mr. and Mrs. T. Guard, Miss M. Shipman, For San Francisco: Mrs. N. E. Bailey, Miss D. Bailey, Miss Virginia Brown, Mr. Wallace Cramer, Mr. R. Deaton, Mr. J. Dougherty, Mr. and Mrs. H. R. Edmonston, Miss Helen Edmonston, Mr. and Mrs. W. S. Fick, Miss Josephine Grant, Mr. and Mrs. B. Haldeman, Miss Anna Haldeman, Mr. C. Hildreth, Mr. A. S. Mason, Mr. and Mrs. T. H. McMullen, Mr. and Mrs. S. G. Ottobahl, Mr. and Mrs. E. F. Patton, Miss Anna Schaul.

SHIPPING MOVEMENTS.

A wireless message from the s.s. Carl Legion stated that she would arrive today (Tuesday) at 11:12 a.m.

The s.s. Carl Legion left Manila for this port on the 7th inst., with the outward Australian Mails, and is due here on the 10th inst., at about daylight.

VESSELS EXPECTED

Birkenhead (Admiral Oriental), due Oct. 15th.

Buenos Aires (Ben Line), due Nov. 1st.

Buenos Aires (Ben Line), due October 18th.

Carl Legion (Hugo Stinnes), due today.

Chili (M.M.), due October 10th.

Empress of Asia, due Oct. 22nd.

Glasgow (Blue Funnel), due Oct. 24th.

Hakusaki Maru (N.Y.K.), due today.

Helena (Blue Funnel), due Nov. 2nd.

Kaga Maru (N.Y.K.), due October 11th.

Machuan (Blue Funnel), due Oct. 16th.

President Jackson (Admiral Oriental), due Oct. 11th, at 7:30 a.m.

Sodo Maru (N.Y.K.), due October 11th.

Teserina (Blue Funnel), due today.

HONGKONG TIDE TABLE

From October 9th to 15th, 1923.

Day of Week	Day of Month	High Water	Low Water
Time	Height	Time	Height
Tues	9	18.7	6.1
Wed	10	17.4	5.2
Thur	11	16.2	4.3
Fri	12	15.0	3.4
Sat	13	13.8	2.5
Sun	14	12.6	1.6
Mon	15	11.4	0.7

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec

	From Hongkong	Due Vancouver		From Montreal	Due England
Empress Asia	Oct. 25	Nov. 12	Minnedosa	Nov. 21	Nov. 28
Empress Canada	Nov. 17	Dec. 3	Melitta	Dec. 13	Dec. 20
Empress Russia	Nov. 29	Dec. 17	Minnedosa	Dec. 27	Jan. 3
Empress Australia	Dec. 21	Jan. 9	Marburn	Jan. 16	Jan. 23
Empress Asia	Jan. 10	Jan. 28	Montcalm	Feb. 8	Feb. 15
Empress Russia	Feb. 7	Feb. 25	Marlock	Mar. 7	Mar. 14
Empress Australia	Feb. 22	Mar. 12	Melitta	Mar. 19	Mar. 26
Empress Asia	Mar. 13	Mar. 31	Montrose	Apr. 11	Apr. 18

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allocation of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
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T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120. £112-£110. First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU. LEAVE HONGKONG STEAMERS: TEITO MARU, 22,000 tons, Nov. 14th. KOREA MARU, 20,000 tons, Nov. 15th. SEINYO MARU (calling at Manila and Keelung), 22,000 tons, Nov. 18th. SIBERIA MARU (calling at Dairen), 20,000 tons, Nov. 28th.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILAE, SAN FRANCISCO. SAN PEDRO, MANZANILLO, BALBOA. CALLAO, MOLLEND, AFRICA AND IQUQUE. THENCE BY TRANS-ANDALAN ROUTE TO BUENOS AIRES. LEAVE HONGKONG STEAMERS: ANYO MARU, 18,700 tons, October 30th. SEIYO MARU, 14,000 tons, December 4th. HAKUYO MARU, 18,500 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE. OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA. SAMARANG AND SOERABAYA. DESTINATION. LEAVE HONGKONG STEAMER: PERSIA MARU (Batavia, Samarang & Soerabaya), October 29th. NEW YORK LINE. (Freight only). VIA JAVA AND SUEZ. LEAVE HONGKONG STEAMER: MEIYO MARU (calling at Philippine Islands), October 19th.

For full information regarding Passengers, Freight & Sailings. Apply to: Y. TSUTSUMI, Manager. King's Building. Tel. No. C. 374 & 2375. Messrs. T. E. GRIFFITH.

ADMIRAL ORIENTAL LINE

ADMIRAL ORIENTAL LINE. FREIGHT AND PASSENGER. THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA. SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON" ... Oct. 13th.

TO EUROPE-£120-£112-£110. First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA. Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to: ADMIRAL ORIENTAL LINE. Hongkong and Shanghai Bank Building (Ground Floor). Telephone: Central 2477 & 2478. No. 4, Des Vaux Road.

COMPANIA TRASATLANTICA DE BARCELONA. Spanish Royal Mail Line. For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS. S.S. "LEGAZPI" ... 1st Nov. S.S. "C. LOPEZ Y LOPEZ" ... 18th Dec.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. S.S. "LEGAZPI" ... 14th Oct. S.S. "C. LOPEZ Y LOPEZ" ... 1st Dec.

The steamers of this Company are all classed 100 A1 Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried. For Freight and/or passage apply to: BOTELHO BROS. Alexandra Building, Hongkong.

PACIFIC MAIL

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MANAGING AGENTS-UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT TAFT" ... Wednesday, Oct. 10th, at Noon.

Sailing and Fares subject to Change Without Notice.

"PRESIDENT WILSON"

SAILING POSTPONED FOR ONE WEEK

ACTUAL DATE WILL BE ADVERTISED LATER.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL	YOSEMITE
LOS ANGELES	RAILWAY AND	GRAND CANYON
SALT LAKE	ATLANTIC STEAMERS	FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... Oct. 15th.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GILPEN" ... Oct. 18th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to: PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322 HOLYOAK, MASSEY & CO., LTD.

NYK

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3420, G.3440.

KAGA MARU (Calling Keelung) ... Monday, 15th Oct., at 11 a.m.

IYO MARU ... Thursday, 4th Nov., at 11 a.m.

MARSEILLE'S, LONDON & ANTWERP via Singapore, &c.

HARUOZAKI MARU ... Tuesday, 9th Oct., at 4 p.m.

HAKUSAN MARU ... Monday, 22nd Oct., at 4 p.m.

HAWAII, LONDON & ROTTERDAM.

MATSUMOTO-MARU ... Sunday, 7th Nov.

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU ... Wednesday, 21st Oct.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

AKI MARU ... Wednesday, 14th Nov.

NEW YORK & BOSTON via PANAMA.

TAKETOYO MARU ... Thursday, 1st Nov.

BURNING AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Thursday, 25th Oct.

BOMBAY via Singapore and Colombo.

SADO MARU ... Friday, 12th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 11th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

ROZAN MARU ... Thursday, 11th Oct.

KAMO MARU ... Saturday, 13th Oct.

WAKASA MARU ... Tuesday, 18th Oct.

KATORI MARU ... Tuesday, 23rd Oct.

For further information apply to: NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 3423. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



ON-ORDER THE BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers, Founders and Constructional Engineers and Repairers

43000000 MYSTERY.

SHIPBUILDING CO'S PLIGHT.

An exceedingly unpleasant sensation has been caused by the disclosure of the financial plight of Workman, Clark and Company, the shipbuilders, says the City Editor of the Daily Mail. As has been stated, the trustees of the debenture stockholders recommend that a moratorium should be granted to the company until 1925, debenture interest until then being payable out of profits, and that prior lien securities, not exceeding £100,000, should be authorised, certain concessions to be made to the debenture holders in return. These recommendations followed a report by accountants that the debenture interest paid on August 1st was partly obtained by the sale of some of the company's holdings in other companies, and that the sinking fund instalment, due June 1st, has not been paid.

UNEXPECTED DEAL.

In February, 1920, the prospectus offering the stock to the public showed that it had a specific first charge on land, buildings and plant, and a floating charge on the other assets. The total assets, including the cash to be received from the debenture stock issue, were valued at £3,350,000, of which £1,300,000 was in investments and cash. It was stated that the Northumberland Shipbuilding Company (which guaranteed the debenture stock) held the whole of the share capital of Workman, Clark and Company, and the control of the Lancashire Steel Company and John Watson, Shire Steel Company and John Watson, Shire Steel Company, these transactions involving over £1,000,000. In other words, enormous sums have gone to the Northumberland Company in exchange for shares. As the accountants state, after investigation, that nothing can at present be recovered from the Northumberland Company in respect of its guarantee, the debenture-holders are naturally asking for an explanation of these financial arrangements. What was the object of the deal, and into what did the Northumberland Company put the money? Perhaps answers will be forthcoming next month with the delayed accounts of that company.

At a meeting of the Northumberland Shipbuilding company the motion for the adjournment until such time as the directors thought fit was carried with one dissentient. Mr. R. A. Workman, the chairman, stated that the accounts were almost complete. Only one or two items needed adjustment, and it was hoped that the accounts would be in the shareholders' hands next month. An amendment moved by Mr. Parry, a shareholder, that the meeting be adjourned for four weeks only, was withdrawn on a definite statement by the chairman that the meeting would be held next month. Replying to a question, Mr. Workman said that a full statement of the company's position would accompany the accounts.

WEATHER REPORT.

October 8th at 17.50—Pressure has decreased slightly from Hongkong to Pootung. It has increased slightly over the Visayas and is nearly stationary over Luzon and Formosa.

At 1 p.m. the typhoon was in about 17° 20' N. and 121° 12' E. moving North.

Hongkong rainfall for the 24 hours ending at 18 hours, 8th October, 0.00 inch. Total since January 1st, 88.18 inches, against an average of 77.93 inches.

The forecast for the 24 hours ending at 18 hours, 9th Oct., is as follows:—

Forecast: Formosa Channel ... N. winds, strong. Hongkong to Gap Rock ... N. or variable winds, moderate; fine to cloudy.

South coast of China between Hongkong and Lameo ... do. South coast of China between Hongkong and Baitan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 8th.

	Previous Day at 4 p.m.	On Date at 4 p.m.
Barometer	29.78	29.84
Temperature	84	74
Humidity	44	57
Wind Direction	S	NNE
Force	1	2
Weather	B	B
Rain	0.00	0.00

Highest open-air Temperature on 7th ... 83

Lowest open-air Temperature on 8th ... 3

ON SALE.

HONGKONG HANSARD REPORTS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE

DAILY PRESS OFFICE.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROPOSED SAILINGS FROM HONGKONG. Subject to Alteration.

"KASAMA" 14th October. Back to London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF KARACHI"	18th October	Shanghai and Kobe.
"CITY OF KARACHI"	4th December	Marseilles & London.
"CITY OF PARIS"	2nd January	Do.
"CITY OF CANTERBURY"	21st February	Do.
"CITY OF YORK"	30th March	Do.
"CITY OF CAIRO"	18th April	Do.

FARES TO LONDON.

SINGLE	1st Class "A" 12.00, "B" 10.00, "C" 8.00, "D" 6.00, "E" 4.00, "F" 3.00, "G" 2.00, "H" 1.00, "I" 0.50, "J" 0.25, "K" 0.10, "L" 0.05, "M" 0.02, "N" 0.01.	2nd Class "A" 6.00, "B" 5.00, "C" 4.00, "D" 3.00, "E" 2.00, "F" 1.50, "G" 1.00, "H" 0.50, "I" 0.25, "J" 0.10, "K" 0.05, "L" 0.02, "M" 0.01.
RETURN	"A" 24.00, "B" 20.00, "C" 16.00, "D" 12.00, "E" 8.00, "F" 6.00, "G" 4.00, "H" 2.00, "I" 1.00, "J" 0.50, "K" 0.25, "L" 0.10, "M" 0.05, "N" 0.02.	"A" 12.00, "B" 10.00, "C" 8.00, "D" 6.00, "E" 4.00, "F" 3.00, "G" 2.00, "H" 1.00, "I" 0.50, "J" 0.25, "K" 0.10, "L" 0.05, "M" 0.02, "N" 0.01.

For further particulars apply to—

THE BANK LINE LTD.
(Tel. Central 750).

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KARONGA"	15th Oct.	via Suez Canal
"ALCINOUS"	25th Oct.	via Suez Canal
"CITY OF ORAN"	5th Nov.	via Suez Canal

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE (Sole Agents for Hongkong).
HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SHIP CO. CONTRACTS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for S'bal. and Japan.	From Hongkong for Marseilles.
"CORDILLERE"	—	—	15th Oct.
"ANGERS"	—	—	30th Oct.
"OHILLI"	7th Sept.	10th Oct.	13th Nov.
"PORTHOS"	21st Sept.	24th Oct.	27th Nov.
"ANGKOR"	5th Oct.	7th Nov.	11th Dec.
"CHAMBOUD"	19th Oct.	22nd Nov.	25th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A Class (1st Class) 65.00, 2nd 55.00, 3rd 45.00, 4th 35.00, 5th 25.00, 6th 15.00, 7th 10.00, 8th 5.00, 9th 2.50, 10th 1.25, 11th 0.62, 12th 0.31, 13th 0.15, 14th 0.07, 15th 0.03, 16th 0.01.	B Class (1st Class) 80.00, 2nd 70.00, 3rd 60.00, 4th 50.00, 5th 40.00, 6th 30.00, 7th 20.00, 8th 15.00, 9th 10.00, 10th 5.00, 11th 2.50, 12th 1.25, 13th 0.62, 14th 0.31, 15th 0.15, 16th 0.07, 17th 0.03, 18th 0.01.
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Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Steamer).

C. P. "LECOQ" loading for ALGER, ORAN, HAVRE, ANTWERP, DUNKERQUE, about 12th Oct., and may eventually call at Liverpool, Valencia, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).
Also through B/Lading issued to HELSINKI, REVAL and RIGA.
Sailings subject to alteration without notice.

For full Particulars apply to—
MESSAGERIES MARITIMES CO.,
2, Quai de Commerce, CANTON.
TELEPHONE: CENTRAL 740.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fast in sea, smooth and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 8 or 10 Days)

HAIFONG. Capt. Ellis Walker. Friday, 12th Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near State Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,
(General Managers) 37/38.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.,
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

1, PEDDER ST., HONGKONG.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

SAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MACAU, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, MYT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	From Hongkong (about)	Destination
"SOUDAN"	6,696	17th Oct. Sporn, Penang, Colombo & B'way.
"KARMA"	9,096	19th Oct. Marseilles, London & Antwerp.
"CALEDONIA"	7,823	2nd Nov. B'way, Marseilles, London & Antwerp.
"NELORE"	8,883	6th Nov. Sporn, Penang, Colombo & B'way.
"SCILLA"	6,813	14th Nov. Marseilles, London & Antwerp.
"MALWA"	10,941	16th Nov. Sporn, Penang, Colombo & B'way.
"KALAN"	7,023	24th Nov. Marseilles, London & Antwerp.
"SOUDAN"	6,696	30th Nov. Sporn, Penang, Colombo & B'way.
"DEVANHA"	8,092	13th Dec. Marseilles, London & Antwerp.
"KAISAR-I-HIND"	11,430	26th Dec. B'way, Marseilles, London & Antwerp.

1924.

"KHIVA"	9,697	11th Jan. MARSEILLES & LONDON
"MACDONIA"	11,089	15th Jan. via Usual Ports of Call.
"KASHGAR"	8,940	8th Feb. do.
"MOREA"	10,911	22nd Feb. do.
"KARMA"	9,096	7th March do.
"FALDERA"	15,503	21st March do.
"DELTA"	8,097	4th April do.
"CHINA"	7,852	18th April do.
"KALAN"	9,062	2nd May do.
"KASHMIR"	8,960	16th May do.

BRITISH INDIA - APCAR SAILINGS

"PAKADA"	8,949	10th Oct. Singapore, Penang & Calcutta.
"TORILLA"	5,205	29th Oct. do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Nov. (Manila, Sandakan, Thursday)
"EASTERN"	4,000	1st Dec. Island, Townsville, Brisbane
"AFRICA"	6,000	5th Jan. Sydney & Melbourne.

From connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via the Panama Canal.

SAILING TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	11th Oct. D.L. Moji & Kobe.
"ROFALA"	5,381	10th Oct. Kobe direct.
"KALAN"	9,062	12th Oct. Shanghai, Moji & Kobe.
"CALEDONIA"	7,823	20th Oct. Shanghai.
"NYANZA"	7,023	28th Oct. Shanghai, Moji & Kobe.
"SCILLA"	6,813	2nd Nov. Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must deliver their own Hotel expenses at Singapore while waiting there on carrying steamer.
First Cabin Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Passes for Hongkong not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Hongkong on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—
MACINNON, MACKENZIE & CO.,
21, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "SLAVIC PRINCE" on 31st October.

For freight and particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
21, George's Building

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Kursa" Due Hongkong 25th Oct. Leave Hongkong 25th Oct.

* CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

U.S.S.B. "West Ivan" TO SINGAPORE. Due Hongkong 30th Oct. Leave Hongkong 31st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

U.S.S.B. "West Sequana" TO MANILA AND P.I. PORTS. Due Hongkong 31st Oct. Leave Hongkong 1st Nov.

For Full Information Apply to
STRUTHERS AND BARRY,
1st Floor, Queen's Building,
Phone Central No. 2008.
K. A. HEYUM, Rep. Agent.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI	"YINGCHOW"	On 9th Oct. D.L.
SWATOW & HANGKOW	"KINCHOW"	On 10th Oct. Noon.
MANILA	"TEAN"	On 10th Oct. 4 p.m.
SWATOW, HANGKOW & HAI PHONG	"YUNNAN"	On 11th Oct. 10 a.m.
SWATOW & SHANGHAI	"LUCHOW"	On 11th Oct. 10 a.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 12th Oct. D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 12th Oct. D.L.
DALNY & ANTUNG	"WUHO"	On 13th Oct. D.L.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 14th Oct. D.L.
SWATOW & SHANGHAI	"SZECHUEN"	On 14th Oct. 10 a.m.
AMOY & SHANGHAI	"SUIYANG"	On 16th Oct. D.L.
SWATOW & HANGKOW	"KALAN"	On 16th Oct. Noon.
AMOY, SWATOW & SINGAPORE	"KINGCHOW"	On 17th Oct. D.L.
MANILA	"TAMING"	On 17th Oct. 4 p.m.
SWATOW & SHANGHAI	"KANGHOU"	On 18th Oct. 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation, smooth, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong, and Shanghai, leaving Hongkong Mondays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to transship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
(JOHN & SWIRE SONS, LTD.)
Agents.
CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Regular Service to Australia.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Cebu, & Aus. Ports
"TAIYUAN"	In port.	10th October, 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For freight and passage apply to—
BUTTERFIELD & SWIRE
(JOHN & SWIRE SONS, LTD.) Agents.
Telephone Central No. 38.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

"SURUGA"	sailing on or about 23rd Oct.
"BOLTON CASTLE"	sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE

"FINNEL"	sailing on or about 2nd Nov.
"DUCHESSE D'AOSTA"	sailing on or about 2nd Dec.
FOR BRINDISI, VENICE & TRIESTE	
via SINGAPORE, PENANG & COLOMBO.	
"VENEZIA"	sailing on or about 2nd Nov.
"FIUME-L"	sailing on or about 2nd Dec.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

"UNVOTI"	sailing from Calcutta on or about 1st Dec.
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Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.
* This Steamer carries freight only.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

"LONDON MARU" Monday, 15th Oct.

"PARIS MARU" Monday, 22nd Oct.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown.

"CANADA MARU" (Call at Montevideo) Friday, 2nd Nov.

BOMBAY via Singapore and Colombo.

"HIMALAYA MARU" Saturday, 20th Oct.

"CALEBES MARU" Sunday, 4th Nov.

BANGKOK, MANILA, & SINGAPORE.

"BUSHO MARU" Thursday, 1st Nov.

CALCUTTA via Singapore & Hongkong.

"MALAY MARU" Friday, 18th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ALABAMA MARU" Friday, 19th Oct.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAGUE MARU" Wednesday, 21st Nov.

"HAWANA MARU" Beginning of Nov.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.

"INDO MARU" Tuesday, 9th Oct.

"SUMATRA MARU" Sunday, 14th Oct.

"MANILA MARU" Friday, 19th Oct.

"ALABAMA MARU" Wednesday, 21st Nov.

"AMUR MARU" Monday, 22nd Oct.

KEELUNG via SWATOW & AMOY.

"BUMA MARU" Sunday, 14th Oct. 10 a.m.

"KAIJO MARU" Sunday, 21st Oct. 10 a.m.

TAKAO via SWATOW & AMOY.

"BOSHO MARU" Thursday, 11th Oct. 8 a.m.

TAKAO & KEELUNG.

"BATAVIA MARU" Saturday, 3rd Nov.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA,
K. SHIMA, Manager

